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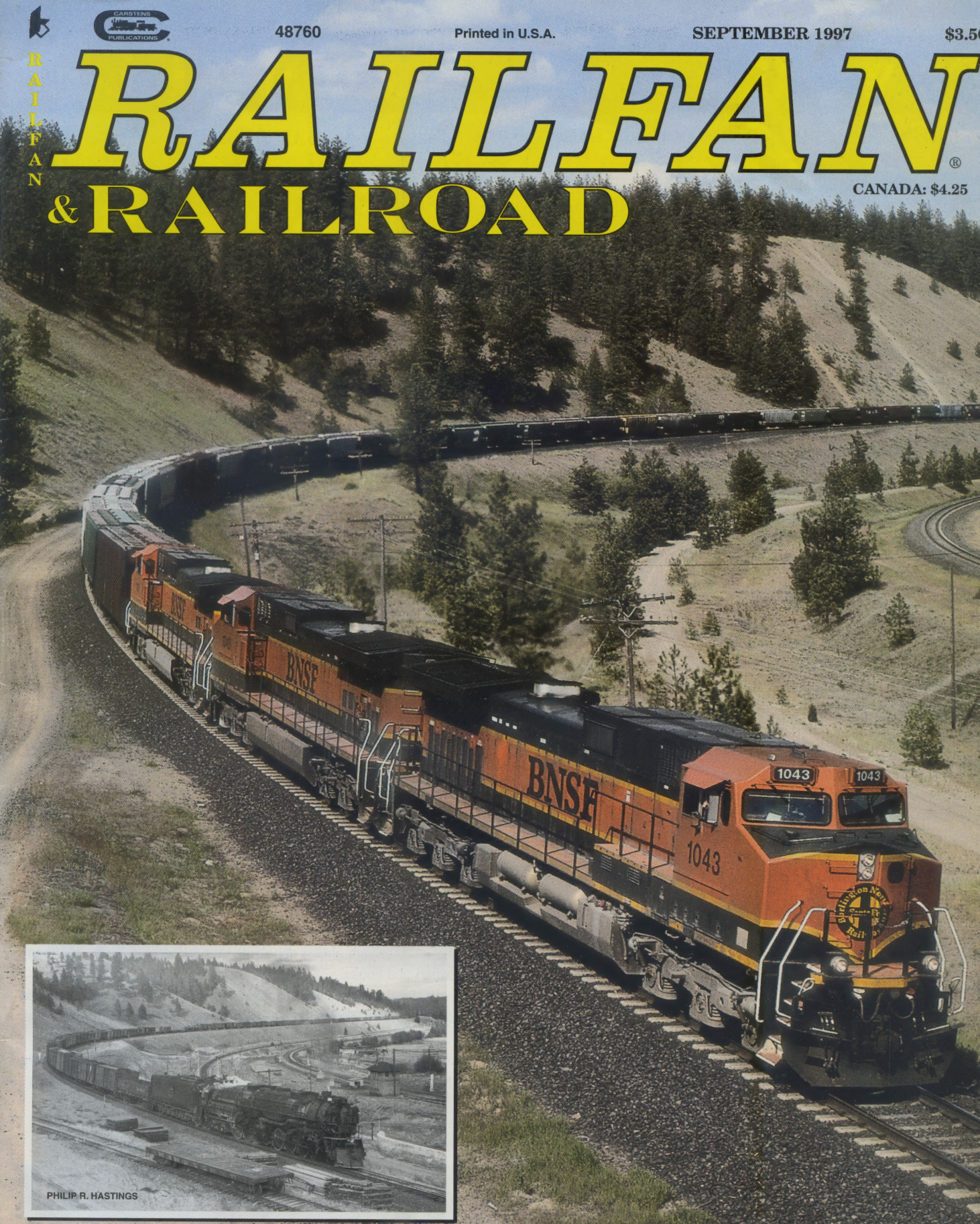

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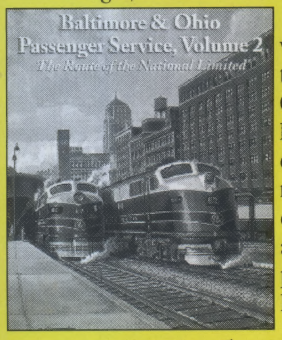

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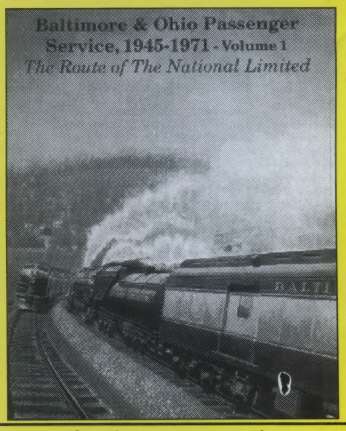

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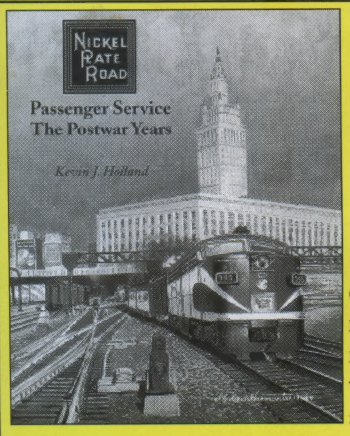

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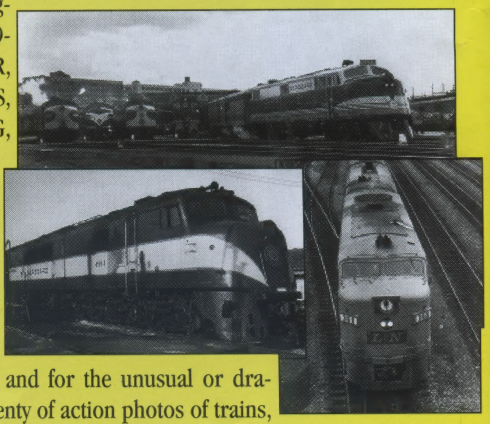

Unlike many railroad photographers, Lamb aimed for human interest and for the unusual or dramatic angle, so there ar plenty of action photos of trains, but few of the usual 3/4 "wedge" variety. Lamb has become well known in the railfan community through photos appearing over the years in Trains and many other magazines and books.

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EKTACHROME ELITE II: JEFF TERRY

UTAH RAILWAY IS RUNNING TRAINS on a regular basis into the Salt Lake Valley as a result of the UP/SP merger. SD40R 9005 was pausing at the Midvale, Utah, team track on April 23, 1997, with F45 9013 and two more SD40s on the head end before departing Salt Lake City for the trip south to Provo, Utah. Take note, those aren't coal hoppers behind the engines! See RAILNEWS.

FUJI VELVIA: JAMIE MILLER

UP OPERATION LIFESAVER SPECIAL was traveling through Pinole, Calif., on its way to San Jose from Truckee on May 16, 1997. The E9s **(right)** were running A-A-B (951, 949, 963B) on this deadhead move. The train ran excursions from San Jose to San Francisco on May 17 and from San Jose north on the 18th. The train also toured the Sacramento area, the San Joaquin Valley and southern California to spread O.L.'s message.

NS GEOMETRY TRAIN (a.k.a. Conrail Funeral Train) was westbound on the former Erie Railroad Delaware Division as it crossed the Delaware River at Millrift, Pennsylvania, on May 15, 1997. Conrail Dash 8-40C 6039 **(below)** was in charge of Norfolk Southern cars 52 and 31 as they toured the various Conrail lines that NS is getting in the split with CSX. This former Erie main line, currently part of Conrail's Southern Tier, has been the object of deferred maintenance for a number of years. Reportedly, NS plans to make a significant investment in this right-of-way to enable it to handle high density freight traffic in and out of New York.

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From the Publisher's desk:
The Friendly Rails of United

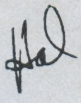
It hardly seems like thirty years ago, in 1967, Phyllis, a friend of mine by the name of Rich Palmer, and I were booked on a United Airlines DC-8 bound for Chicago to attend the Hobby Industry Trade Show at the Sherman House. We weren't told that a blizzard had closed Chicago's O'Hare Airport. After various delays we to the runway, diddled around a while and heard an announcement that we had a navigational difficulty and were heading back to the gate. After more waiting, we heard that our flight had been cancelled. Retrieving our luggage, we ran back to the ticket counter and caught a United 727 to Cleveland (Good deal — Cleveland was halfway to Chicago!) where it was raining. Here we were offered seats on a United Caravelle to Milwaukee (Milwaukee meant only 86 more miles to Chicago!). On the Caravelle we finally had food.

It was snowing lightly when we arrived in Milwaukee, and we headed right to the ticket counter. The United people were apologetic but couldn't fly us to O'Hare. In fact, Illinois State Police were stopping motor vehicles at the state line because of heavy snow and little visibility. The only thing running was the Milwaukee Railroad, and the good folks at United said we could go the last 86 miles by train if we'd like. Great! We got on the Greyhound bus which drove us to the depot where we boarded a warm, overcrowded Milwaukee local for the run to Chicago. We were travelling by train with an airline ticket! Arriving in Chicago, the snow was over a yard deep, but we found a cab almost immediately. The cabbie said he would take us anywhere in the loop but nowhere else. The Sherman House lobby was mobbed with stranded people, but luckily our rooms were ready.

We had lost 86 sky miles, which had bugged us for a good long time. I finally sent a note off to United's old 100,000 Mile Club concerning the problem. After some delay and possible consternation at UAL, we received a Western Union Mailgram from Frank Kent at United's 100,000 Mile Club Red Carpet Room. It read:

"Your inquiry is certainly an interesting one, and while the 100,000 Mile Club is based on air travel, it appears an exception would be due in your case since United failed to deliver you to your destination as originally scheduled, it's only fair that you be permitted to count the 85 miles via the Milwaukee Road into Chicago toward your total air mileage based upon your good intentions. Frank R. Kent."

Total travel time was 14 hours (including the Milwaukee Road portion) from Newark to Chicago, instead of the normal 1½ hours. We never asked about the martini we didn't get and that one missing mile.



RAILFAN & RAILROAD

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COVER

BNSF SD75M rolls westbound on July 28, 1996, through a scene made famous by Phil Hastings nearly a half-century earlier when he caught SP&S Z-8 4-6-6-4 910 in September 1950 (inset) at nearly the identical position in Marshall, Washington. Discover Marshall Canyon through the photos of Phil Hastings beginning on page 42 and Bruce Kelly on page 32. Kodachrome by Bruce Kelly, inset black & white print by Phil Hastings.

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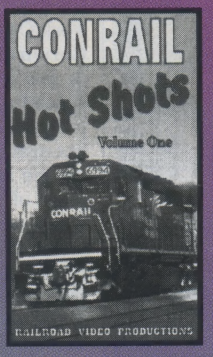
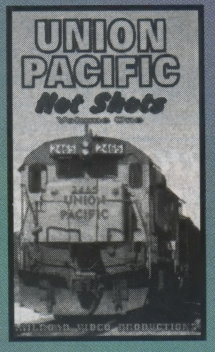


Tape No. 117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.

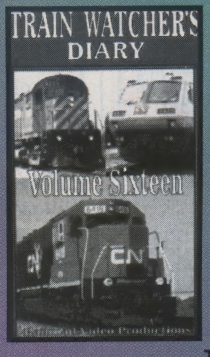


Tape No. 118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.

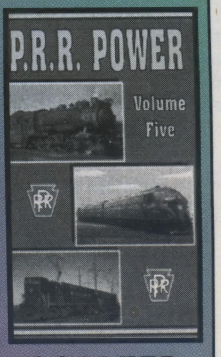
Tape No. 116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.



Tape No. 316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.



Tape No. 115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliftwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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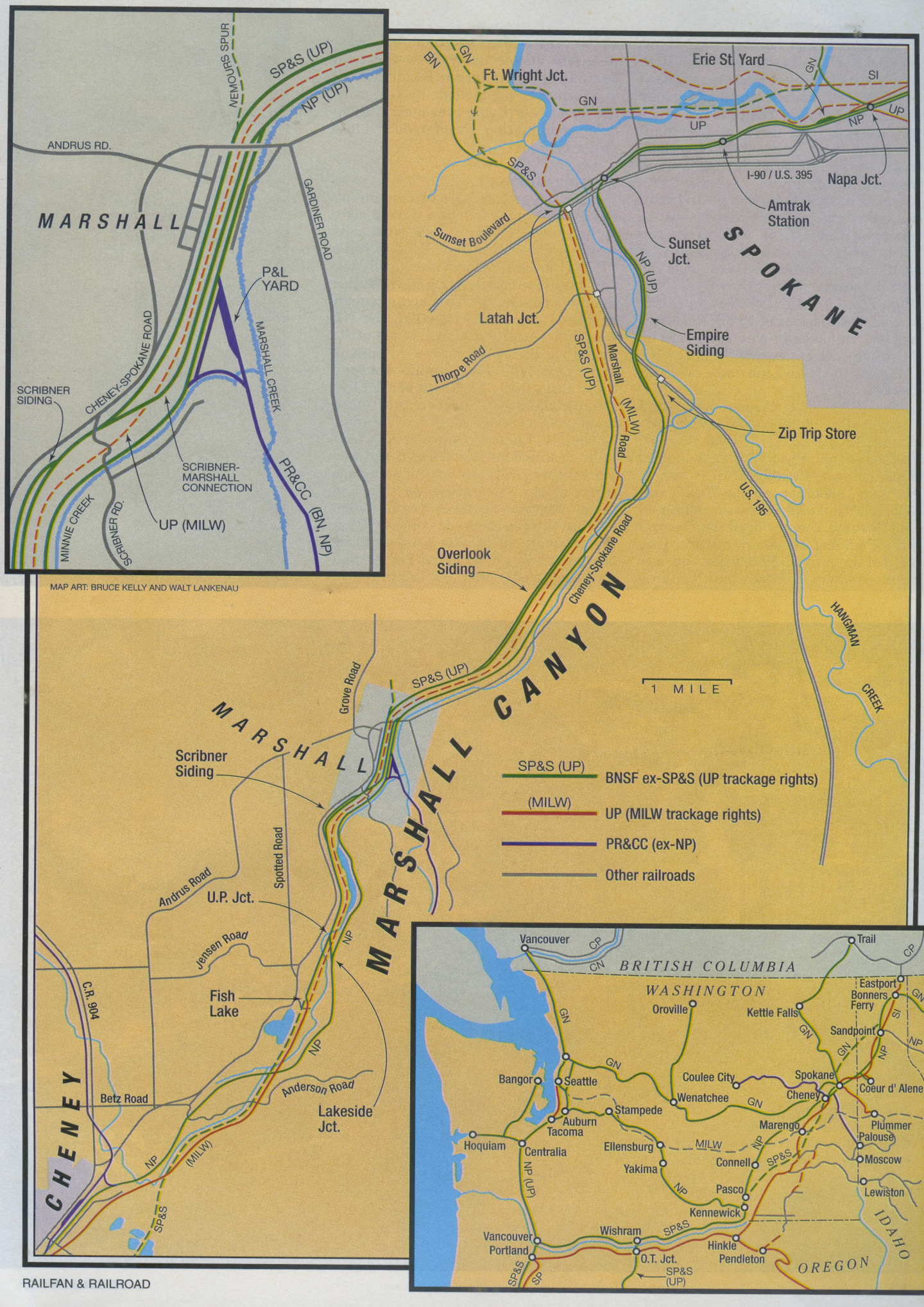

MAP ART: BRUCE KELLY AND WALT LANKENAU

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FANMAIL

Nevada Northern in acres

Thank you for feature article on the Nevada Northern that was in the July 1997 R&R. It made me recall a bit of involvement that I had with the line back in 1978. I was working as a financial analyst at the New York City corporate headquarters of Kennecott Corporation and was assigned to identify all of the land owned by Kennecott's various subsidiaries. The idea was to find vacant land, an idle asset, which could be sold to generate cash. I developed a form to gather all the information I needed and sent it out to all of the various operating units.

A few days later I received a call from the Nevada Northern's general manager saying "you people back in New York just don't understand anything about us." He complained about my form which asked for the size of the land in acres. When I asked him what the problem was, he said that he did not have any idea of how many acres the railroad owned. When I asked him why not, he said something more about my lack of understanding and then proceeded to tell me that the railroad was some 130 miles long, but only 50 feet wide (in most places)!

Using those dimensions and a weights and measures chart, I later calculated the size of the Nevada Northern as 788 acres, which made it seem quite small. Nothing happened with the any of the railroad's land, and shortly after, as mentioned in the article, the mine at Ruth was shut down, and the line was living on borrowed time.

KEVIN FEENEY
New Canaan, Conn.

Nevada Northern's coaches

The two companion pieces on the Nevada Northern were well written and nicely presented. It might be worthwhile to point out, however, that the heritage of the two steel passenger coaches appears to be "The Main Line of Mid-America," rather than "The Road of Anthracite." Lackawanna passengers would have found it a long drop from the car floor to the platform level. Those open-backed steps visible at one end of each coach are not original equipment. As Boyd will tell you, the IC electrics were high-platform jobs.

JAMES WARSHER
Cambridge, Mass.

Office train officer

Just a nit to pick: Art Shoener's name and title were incorrect in the photo caption of the inspection train on page 3 of the July issue. His title is Executive Vice President — Operations.

By the way, as a former Nevadan, I really enjoyed Brian Jennison's story on the Nevada Northern.

JOHN E. BROMLEY
Director — Public Affairs
Union Pacific Railroad
Omaha, Nebr.

C&NW super cabs to UP

I have enjoyed R&R's ongoing series about modern motive power. Locomotives sure have changed in the last few years. I would like to add a couple points on Jim Boyd's most recent piece on GE super cabs. Union Pacific AC4400CW's 6838-6887 were originally ordered by the C&NW. They were to be numbered after C&NW's first order, 8801-8835. Of the 50, the last three, 6885-6887 ride on GE's radial truck.

CHARLES HERAVER
Waukegan, Ill.

Big Boys vs. diesel

Mike Eagleson needs to get a life and face reality (FANMAIL, July '97). A UP Big Boy producing 7000 h.p. at 80 m.p.h. with 68" diameter drivers is an absolute joke! A Big Boy was rated at just over 135,000 lbs. tractive effort, which was even less than a DM&IR Yellowstone at 140,000 lbs. T.E. A Big Boy probably *was* at 7000 h.p. in the 42 to 45 m.p.h. range, but the horsepower curve would have dropped off dramatically by 80 m.p.h. with those 68-inch drivers.

An SD80MAC, at *only* 5000 h.p., has a stall/starting tractive effort of 185,000 lbs. and a continuous T.E. of 155,000 lbs.!

Mike has been reading too many Alco ads in the 1941 *Locomotive Cyclopedia*!

JACK WHEELIHAN
La Grange, Ill.

Uncle Walt's special memories

Regarding artist Jim Scancarelli's "Gasoline Alley", on page 62 in the July '97 issue, I myself as a lifelong railfan, have some "eye sores" of my own. You stated in the MARKERS piece "Uncle Walt and the Ps4" on page 63, that the animated strip was pretty accurate on today's attitude toward railroads.

Although this is very true, that bitter attitude is not only held for today's railroad, but signs and special memories of the past in general. Whether it be an old rusty yard limit sign somewhere on the Southern (now Norfolk Southern) main line, or just a building, to most it's nothing at all. But to a few of us it's very special. Not because of what the subject was, but because of what it holds — a special place in our hearts and the precious memories that will stay with for years to come.

So Uncle Walt, if you ever really existed at all, this one's for you, my friend, to let you know that you're not alone and there is someone out there who shares some of the same "tear jerker" memories as you. But there is one other thing to remember. Memories are like diamonds; they are forever. And there is no wrecking ball that can ever take that away from us!

DERRICK POLK
Fort Mill, S.C.

Wrecker revenge

I'm not sure where Uncle Walt was when his depot was being demolished, but it looks similar to the one in Asheville, North Carolina. If it was, I'm happy to report that shortly after Uncle Walt was so rudely "run off the property," the crane knocked down the freight shed, and as it crawled forward it dropped 10 feet down through the shed floor into a basement everyone had forgotten about!

Had "Mr. Hard Hat" been nicer to Uncle Walt, the old gentleman would likely have

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RAILROAD VIDEO QUARTERLY

May 1997 (Issue #19)

More 1950s! See "Olympian Hiawatha" under wire in Montana, 1952, plus box cabs on freight, and READING end of steam, early diesels plus Reading Street Railway in 1951. Other subjects covered on this two-hour issue are: Mid-Continent Railway, Wisconsin winter steam; CNJ's 1975 re-enactment of the "Blue Comet"; Durango & Silverton business cars; Rail transportation of Boeing 737-700 fuselages; CONRAIL multi-train action at six busy locations, Southern #4501 mainline green to short-line black; plus a few shorter segments. Our growing list of subscribers know - and you should discover - an excellent value for all who enjoy the rich variety of railroading! And we invite YOUR participation! Write us for details.

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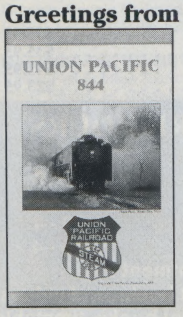
VIDEOS

reviews by Christopher Kimler

Greetings from the UP steam crew



"Union Pacific 844," from the Union Pacific steam crew in conjunction with Gandy Dancer Productions of Greely, Colo., is available from UP Steam, 201 East 17th Street, Cheyenne, WY 82001; $20.00 plus $4.95 shipping ;40 minutes, color.

This tape, produced by the people who know UP 4-8-4 844 the best, is the definitive production on the UP's steam program — and it brings with it the professionalism that the crew displays in the operation of their entire program. The tape is very well done and traces the 844 from the development of the FEF3-class Northerns on the drawing board up to its present assignment as UP's steam ambassador to the world.

All of the footage, both archival and present day is very good and downright enjoyable to view. The 60-plus miles per hour side-by-side pace shots of the 4-8-4 speeding across the plains of Wyoming, sometimes alone and sometimes accompanied by steam-team stablemate Challenger 3985, are impressive. Sunshine and blue skies bathe the locomotive in beautiful light which, as any railfan knows, makes all of the difference between a great shot and one that merely proves you were there. The tape is fast moving with good narration and, at 40 minutes long for only $20, it is definitely viewable in one sitting and easy on the wallet.

What I liked most about this tape is that it tells a story. Rather than being a compilation of runbys, the story of the 844 unfolds before you in a logical time line. There are still photos of the other Northerns rostered by the UP in the FEF1 and FEF2 classes and a look at many of these on the scrap line. When the steam curtain came down, only the 844 and Challenger 3710 were retained on the roster for snow-melting service. Of the pair, only 844 survived.

The 844 was a star before its time — the tall Northern was pulled off a ready track while still in regular service in 1958 to pull its first excursion. There are scenes from 844's first post-steam era excursion as well, on November 20, 1960. At one point during the presentation, when showing scenes of 844 in the mid-1960s, the narrator says that it became "the most famous and well-traveled excursion engine in the post-steam era," a claim that may be disputed by fans of Southern 4501 or SP 4449. Also featured is GP30 844, which forced the "real" 844 to change its number to 8444, which it wore until 1990. Before the tape is over, we get to see a black 844, a black 8444, a two-tone gray 8444 and finally a gray 844. Sheesh!

While we do get a look at some of the 1960s and '70s outings of 844, mostly from film transferred to video, the majority of the tape deals with trips from 1989 through 1996. There's a good look at 844 and 3985 doubleheading to the Sacramento Railfair in 1981, with no auxiliary canteen between the locomotives (why can't they do that when I'm around? — S.B.). There is also behind-the-scenes coverage of the four-year rebuild of the 844, with views of retubingS the locomotive, putting the pilot truck in

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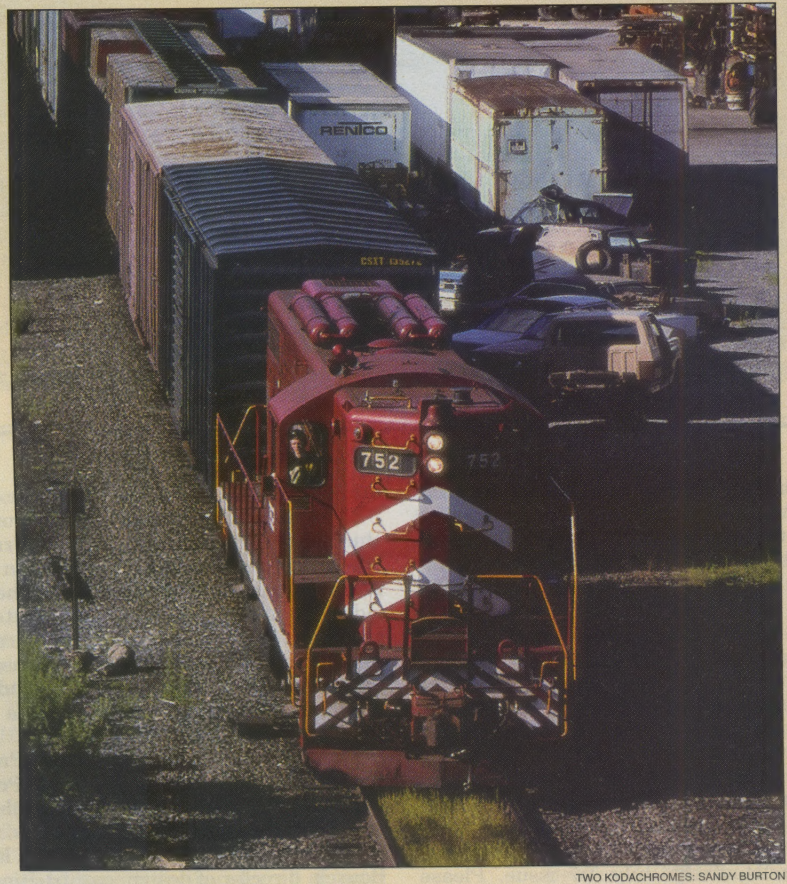
Green Mountain Boys

THE RUTLAND RAILROAD ceased running in 1961 and, after the assets were purchased by the state of Vermont, the operation was split in half. The Vermont Railway began operating the line north and south of Rutland, while the Green Mountain Railroad worked the east end. In 1997, however, the Vermont Railway purchased a controlling interest in the Green Mountain, making the Rutland whole again. It will likely not be uncommon to see red locomotives of the Vermont working with the Green Mountain's green in the future.

Let's go south to the Belvidere & Delaware River Railway in New Jersey, an affiliate of the Black River & Western. Former-Green Mountain GP9 1849 (seen at Ringoes, N.J., on the BR&W on May 9, 1997) and GP9 752 from Vermont-affiliate Clarendon & Pittsford (**below** at Phillipsburg, N.J., on the Bel-Del on May 27, 1997) have found a new home on the BR&W. Perhaps it was destined that these two would eventually be co-workers — if not in the Green Mountain state, then in the Garden State.



TWO KODACHROMES: SANDY BURTON

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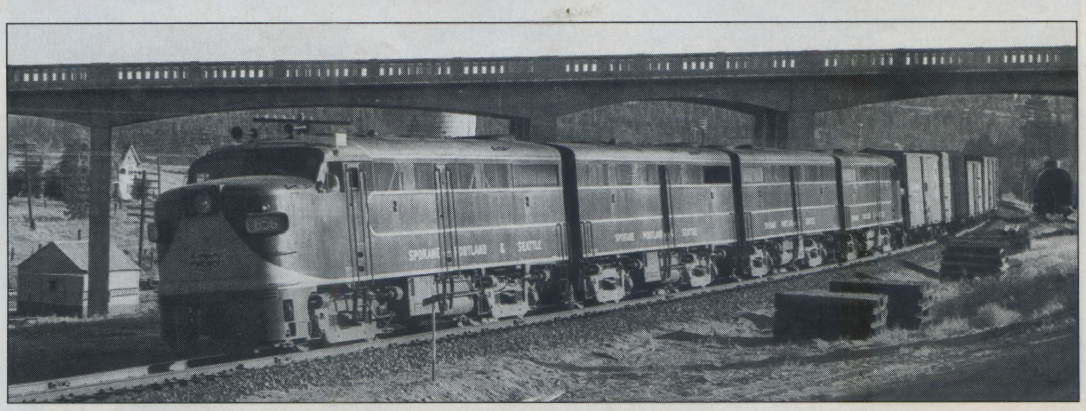
passenger trains. At least one eastbound and one westbound through freight are also seen on "The Main Street of the North West" between breakfast and lunch. The SP&S runs a local freight and a manifest

variations of W-class 2-8-2s on locals. SP&S manifests have Z-6 or Z-8 Challengers or Alco FA diesels on the point, with O-1 to O-4 2-8-2s on locals and work trains, and the beautiful E-1 4-8-4s on the varnish.



DIESEL POWER was very evident at Marshall in August 1950, as demonstrated by this meet beneath the highway bridge of Spokane-Seattle passenger local No.5 at 7:26 a.m. with an eastbound freight. The "chicken wire" lead A-unit and B-unit on the passenger train and middle B-units on the freight are F3s, while the rear passenger unit, 6506. and freight cab units led by 6006, are rare F5s. Faced with a choice of F-units or Challengers, you can see why many photographers of that era thought that "all diesels look alike." There was no mistaking, however, the SP&S A-B-B-A Alco FA/FB set (**right**) eastbound under the highway bridge in the low evening sunlight.

each way during the daytime. On the joint UP-Milwaukee track, freight trains are rarely seen during the day, lest it be an occasional Milwaukee extra.

For motive power, we find steam and first-generation diesels in about a two-to-one ratio. Northern Pacific main line passenger trains and some through freights have FT, F3 and F7 EMD diesels, while branch line passengers have a 4-6-2 or 4-6-0 or a gas electric. Most through freights are led by Z-6 or Z-8 4-6-6-4s, with all

On the UP, passenger trains roll behind MT-73 4-8-2s, and F-6 Baltics or S-1 or S-3 Northerns are regulars on the Milwaukee Road. The only freight I ever saw in the daytime on the UP-Milwaukee was a westbound extra with a Milwaukee F-5 4-6-2.

Marshall: 1971

Returning to Marshall for a brief visit 20 years later, in the fall of 1971, we found substantive changes. The physical plant remained essentially the same, with

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Off to war

WITH THE SECOND WORLD WAR in full swing, soldiers bound for the front board a troop train at a station somewhere in Michigan. Captain Kenny Ganz has a discussion with engineer Tom Shore in front of Canadian National 2-8-2 3254 as the troops report to the train. Earlier, as goodbyes were being said, the last of the army equipment was being tied down to flat cars for transport (**right**).

These remarkable scenes were actually photographed on May 23, 1997, at Steamtown National Historic Site in Scranton, Pennsylvania, as part of a week-long Veterans Remembrance Event. NPS Ranger (and World War II memorabilia collector) Kenny Ganz was responsible for coordinating the night photo session, with park superintendent Terry Gess and NPS trainmaster Mark Brennan providing their support. Historic military equipment was provided by members of Red Ball Transport of Bartonsville, Pennsylvania — the truck in the photo is a 1944 Diamond T wrecker owned by Elder Santos — and the flat cars are former-Air Force repainted for the event by Steamtown staff.

Other activities during the week included a troop train for veterans from Carbondale to Scranton, a trip to nearby Tobyhanna Army Depot and displays at both Tobyhanna and Steamtown. The park is planning a repeat event in 1998 — MIKE DEL VECCHIO.

remembered the basement and would have saved "Mr. Hard Hat" several thousand dollars in lost time and labor in getting the crane out of the hole.

JAMES A. NATIONS, JR.
Sylvia, N.C.

The depot depicted in the cartoon by artist Jim Scancarelli was actually in Charlotte, North Carolina. When I saw the strip I thought the depot might be from Salisbury, not far from Charlotte on the Southern main line — S.B.

Denver's turntable

I was quite pleased to see the news item about the Denver turntable which appeared on page 24 of the July '97 issue. Please allow me to supplement this with some other facts which will complete the story.

The Denver Rail Heritage Society convinced Burlington Northern to leave the turntable when they moved out of Rice yard in 1991. When Elitch Gardens moved from the west side of Denver in 1994, Sandy Elitch, at our suggestion, incorporated the turntable into his new and greatly expanded amusement park. Sandy is also a railfan and had planned to add a caboose and some other items, none of which was done.

The Elitch family sold the park to Premier Parks of Oklahoma City in 1995, and Premier wanted to use the space occupied by the turntable for additional attractions. After Premier contacted DRHS, I met with Robert Bousch, director of design, construction and maintenance for Elitch Gardens, who in

Expansion Continues

Carriage Hill Drive, Long Valley, NJ 07853.

A word about the builder: The John Stephenson Company was in the carriage business in New York City. The firm started in 1831 and was known by urban transportation fans as the builder of the world's first streetcar in 1832. The company focused on stage coaches and omnibuses for more than a score of years and then became a rail car builder. At first Stephenson cars were built primarily for the New York street railways in the 1850s. Eventually Stephenson built cars for many others. By the 1890s it was a major builder of horse, cable and electric cars and produced about 25,000 streetcars for companies here and abroad between 1876 and 1891. In 1898 the Stephenson plant was moved from New York City to Elizabeth, New Jersey. The original buildings are still located at 2515 to 2541 Brunswick Avenue.

The J. G. Brill Company of Philadelphia acquired Stephenson in 1904 and continued to produce cars under the Stephenson name. Carbuilding was discontinued in 1917 because the Stephenson factory was not equipped to manufacture steel cars. The John Stephenson Company built interurbans for the Chicago Aurora & Elgin; the Springfield, Troy & Piqua; the Cedar Rapids & Iowa City Railway; the Petaluma & Santa Rosa Railroad; the Camden & Trenton Railway in New Jersey and the Atlantic City & Shore Railroad Company. Many thanks to Bill McKelvey for the information.

Flashes

Jim Flynn sends news that a $75 million transit plan was suggested for much of the state of **NORTH CAROLINA.** A lot of businesses and people have moved to North Carolina in recent decades, and the highway system is badly stressed. Greatly improved bus transit systems are contemplated. Linking major cities by means of high-speed rail is part of the proposal. Some of the rail lines would provide commuter service into the cities as well as between them.

On March 4, 1997, the **CABLE CAR LADY,** Friedel Klussmann, was honored in San Francisco. In 1947, then-mayor Roger Lapham announced he was junking the entire cable car system. Mrs. Klussmann mounted the program to save the cable cars from destruction in 1947, 1950, 1951, 1954 and 1971. She and the coalition she formed won and enriched San Francisco and the nation by preserving the cable car operation. When Friedel Klussmann died in 1986, MUNI workers draped the cable cars in black. Thanks to Dennis A. Cavagnaro for the information.

Sidney W. Earle, Jr. sent a copy of the invitation for bid from the **UTAH TRANSIT AUTHORITY** for construction of track work and bridge facilities for the light rail line in the Salt Lake Valley.

As many of you know, the conservative government that formerly ruled England proposed selling the **LONDON UNDERGROUND**. It will be interesting to see what the new Labour government does with the privatization efforts of the conservatives.

Charles Bogart writes that some residents of **AUSTIN, TEXAS,** oppose the construction of a rail line because the bus system doesn't work well. Maybe that's the reason Austin needs a rail system.

KODACHROME: CHARLES HERAVER

THE 20TH CENTURY RAILROAD CLUB sponsored "The Train to the Trolley" excursion on May 10, 1997, from Chicago to the East Troy Electric Railroad. Metra F40 175 powered the special over the Wisconsin Central main line 32 miles beyond the end of regular North Central service at Antioch, Illinois, to Mukwonago, Wisconsin. There, steeplecab L9 and other East Troy equipment ferried the passengers to the museum.

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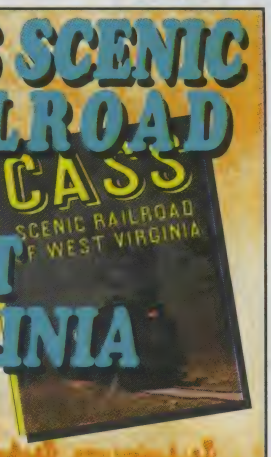

By Frederick A. Kramer. High upon Cheat Mountain and back across the crests, a soaring wave of giant spruce once ruled the endless skyline. It was virgin forest, immense and inaccessable. In bringing the trees down from their mountain stand, a logging railroad was needed. And the Cass Scenic Railroad was born. In these pages you will see photos of railroaders and lumbermen at work and classic shots by renowned photographer John Krause.
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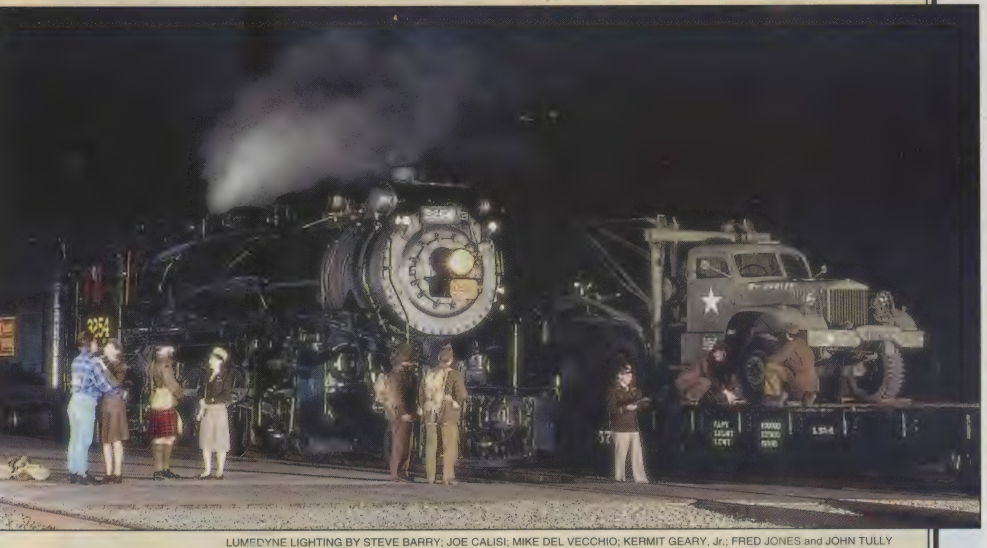

LUMEDYNE LIGHTING BY STEVE BARRY; JOE CALISI; MIKE DEL VECCHIO; KERMIT GEARY, Jr.; FRED JONES and JOHN TULLY

turn persuaded the new owners to underwrite the dismantling and removal. Premier spent more than $25,000 to have the turntable dismantled in a rare showing of corporate historic citizenship and should be commended for its efforts.

At the same time, I contacted a number of possible recipients in Colorado, as my first thought was to keep the turntable in the state. Due to its size, none could accept.

DRHS had made provisions to store the turntable in Golden when Lindsey Ashby, president of the Georgetown Loop Railroad, suggested that I contact Jack Campbell and offer the turntable to the Cumbres & Toltec Scenic Railroad in Chama, New Mexico. We arranged to have title transferred directly from Elitch Gardens to C&TS to keep the transaction as simple as possible.

Ridge Crane, working with the DRHS staff and volunteers, dismantled the turntable in such a manner as to allow easy re-assembly. It was far more difficult than Ridge had anticipated and, despite the fact the cost exceeded their bid, Ridge devoted the resources necessary to complete the task. They also deserve a pat on the back.

The members of Denver Rail Heritage are proud of the fact that we were instrumental in saving the turntable twice, as well as finding a new home for it. We look forward to the day when we can visit Chama and see "our" turntable in action again.

WALTER L. WEART, vice president
Denver Rail Heritage Society
Denver, Colo.

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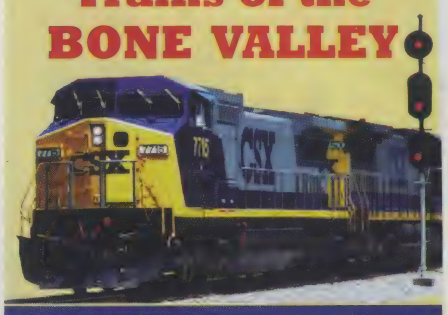

CSX hauls hundreds of cars of phosphate daily to its Rockport ship loading facility in Tampa. BV trains are made up of special hopper cars, and motive power can be anything from the newest high horsepower diesels to older GP40s with rebuilt GP30 or GP35 slugs. This picture presents the complete story of the BV operations. Herron Rail Video is very pleased to release this stunning video documentary of CSX's BONE VALLEY!

Both photos by Fred Clark, Jr

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CAMERA BAG

by JIM BOYD

Magic Moments

FANTRIPS AND TOURIST RAILROADS can be a real challenge to photograph. Fantrip pictures usually end up looking like fantrip pictures, and tourist railroad pictures end up looking like tourist railroad pictures. For the serious photographer, this can border on a waste of time.

Chris Kimler and I went to the Cass Railfan Weekend in West Virginia last May 17-18 — it was Chris' first visit there, though I've been hitting the Railfan Weekends since 1967. Cass has a spectacular logging line that climbs steeply up the wooded hillsides to Bald Knob, the second highest peak in the Mountain State. Its locomotives are very authentic, but its tourist carriers are primarily colorful "monkey cars" made from flatcars. Both open and closed cars, they are very practical and safe, but they are definitely not something you'd find on a real working logging railroad. Since safety in regular tourist service mandates that the locomotives shove the passenger cars up the hill — just like the Shays did with the loaded log cars in revenue service — on Railfan Weekend the locomotives are on the front for better photography, while brakemen man every handbrake on the train! While the Cass Railfan Weekends will often have a "photo freight" consist specifically for photography, such was not the case this year.

The trains run in 1997 consisted of the "big train" of nine monkey cars and a caboose behind doubleheaded Shays 2 and 4, while the "short train" had five monkey cars and a caboose behind the huge Western Maryland Shay 6. There were numerous photo runbys where both trains would perform for the entire crowd. If you stayed in the established photo line, you got nice generally three-quarter views of the smoky Shays and the tourist cars behind.

Been there — done that — got cinders all over the t-shirt.

But over the years my Cass photos include some really impressive shots of "working" Shays (and Heisler 6, which wasn't running this year). One secret to getting good photos on a tourist railroad or fantrip is to frame the pictures in a way that captures the essence of the railroad while eliminating the undesired content — like the red and green monkey cars.

Taking great care to not violate photo line etiquette by getting into the other folks' pictures, I sought out the angles where I could selectively frame the locomotives.

TWO KODACHROME 200: JIM BOYD

WITH A LITTLE INGENUITY you can capture scenes of "working" locomotives on tourist railroads by cropping out undesired elements. By getting away from the established photo line (but out of view of the other photographers), the red and green tourist cars used by the Cass Scenic Railroad were eliminated from scenes taken during the 1997 Railfan Weekend. Trees were used to hide the cars in this broadside view (**top**) of Western Maryland 6, while a curve and plenty of smoke obscured the cars behind Shays 2 and 4.

This often meant getting off to one side and going for more of a broadside, using trees or rock outcroppings to block the rolling stock (see the **bottom** photo of WM 6). In another instance, I got down alongside Leatherbark Creek at the Back Mountain Road crossing runbys and framed the engines approaching the little bridge over the creek. The track curves away from the photographer, which permits the engine to block the consist from the scene in the nearly head-on view. And since there were two runbys with each train, I varied the shots, doing both vertical and horizontal compositions with slightly different framing and train positioning and using both a normal lens to strengthen the image of the locomotive (see the vertical shot **opposite**) and a wide angle to bring in more of the babbling brook and lineside flowers.

I used a similar technique a few weeks later on the Fred Richardson 80th birthday special on the Edaville Railroad at South Carver, Massachusetts. On that day, the engineer's side of 2-4-4T No.7 was lettered Bridgton & Harrison, so I opted for a broadside that showed the lettering and cropped the train to show only the attractive combine behind the engine (see MARKERS). This was an easier train to photograph with the combine and three nice coaches ahead of the open monkey car and caboose.

When it comes to getting "authentic" images from inherently modern day consists, if you are in the middle of the established photo line, you're probably in the wrong spot. Look around, the site for that "magic moment" where today disappears and yesterday flashes into view may be over there beside the trees or down along the brook.

Good hunting!

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

CLINTON CORNERS, NEW YORK, through September 14. Exhibit on "Hudson Valley Railroads: Woodburners to Diesels" at the Clinton Historical Exhibit Center, Routes 115 & 17 (1 mile east of Taconic Parkway). Photos, memorabilia, operating layout of Hopewell Jct. circa 1920. Admission free. Information: 914/266-5494.

ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will hold the following special events. Museum admission is $8 adults, $6 children ages 5-11 and seniors on weekends, $6 and $3.50 weekdays. Special events may be slightly more.
August 3, 7th Annual Vintage Transport Extravaganza.
August 30-September 1, Railfan Weekend.
October 18-19 and 25-26, Harvest Days.

SMITH FALLS, ONTARIO, August 4. Annual Jigger Festival featuring a parade of track cars, motorcar rides, model railroads, handcar world speed record attempt, train operations and more. Free admission. Contact Smith Falls Railway Museum, 90 Williams Street, Smith Falls, Ontario, Canada; 613/283-5696; e-mail bk681@freenet.carleton.ca.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) is sponsoring the following trips. Most use regular service trains and depart from Chicago locations. Write or call for full details.
August 4-8, circle tour around Lake Michigan via motor coach featuring ride on Algoma Central.
September 6 or 7, Marshall, Mich., Home Tour via Amtrak.
September 20-25, tour of New England toursit railroads.
November 8, Historic Pullman tour.
December 6-7, Jumer's Castle Lodge in Champaign, Ill., via Amtrak.
December 26-31, New Orleans via Amtrak.

CINCINNATI, OHIO, August 9. Summerail 1997 at Cincinnati Union Terminal sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide shows, scheduled presenters include Mike Brestel, Al Clum, Willie Davis, Dale DeVene, Jr., Dave Lichtenberg, Scott Lindsey, Garland McKee, Allen and Bradley McClelland, Randy Nelson, Mark Perri, Dave Patch, Bob Todten and Scott Withrow. Railroadiana sale and tour of CUT Tower A. Tickets $12 payable to Cincinnati Railroad Club and mail to Summerail 1997, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-RAIL.

MILBANK, SOUTH DAKOTA, August 9-10. 13th Annual Milbank Train Festival featuring 21-mile round trips on the Whetstone Valley Express, model train and railroadiana displays, more. Trip tickets $15 adults, $10 children, $21 dinner train. Information from Whetstone Valley Railroad Historical Society, P.O. Box 631, Milbank, SD 57252; 800/675-6656.

RINGOES, NEW JERSEY, August 15-17. 60th Birthday Celebration for Black River & Western 2-8-0 60. Tentative plans include mixed train and night photo session Friday with locomotive lettered Great Western, trip over entire BR&W Saturday. More details to follow.

CHAMA, NEW MEXICO, August 16. Moonlight train ride and steak dinner on the Cumbres & Toltec Scenic Railroad. Trip departs Chama 3:15 pm. Fare $65 adults, $40 children under 12. For information contact Friends of the Cumbres & Toltec Scenic Railroad, Attn. Judy Lock, 5732 Osuna Road, Albuquerque, NM 87109; 505/880-1311.

RUSK, TEXAS, August 16. Tour of the shop of the Texas State Railroad. Free tour begins at the Rusk depot at 3pm. For information contact the Texas State Railroad, P.O. Box 39, Rusk, TX 75785; 903/683-2561 or 800/442-8951.

SOUTH CAROLINA RAILROAD MUSEUM, 230 Industrial Park Road, Winnsboro, SC 29180 (800/968-5909) will feature the following special events. Tickets $4.75 adults, $2.75 children under 11.
August 16, Motor/Gang Car Day.
November 29-30 and December 6, train ride with Santa.

OSCEOLA, WISCONSIN, August 23. Hi-Low Bridge trip to New Richmond, Wisc., via Wisonsin Central. Arts & crafts festival and chili cook-off at New Richmond.. For information on the 80-mile round trip contact the Osceola & St. Croix Valley Railway, P.O. Box 176, Osceola, WI 54020; 800/711-2591 or 612/228-0263.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following roundtrip "Dixie Land Specials" departing from Chattanooga into northwest Georgia powered by 2-8-0 **610,** 2-8-2 **4501**, GP7L **1829** or GP7L **1824**. Ticket prices are coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.
August 23, to Kensington, "TAG Steam Special," $49, **610.**
September 27, to LaFayette, "Rails to Wings Special," $49, **diesel.**
October 4, to LaFayette, $59, **610** & **4501** double-headed.
October 11, 18, 19, 25, and 26,to Trion, $59, **4501**.
November 1 and 8, to Trion, $59, **4501**.
December 12, 13, 14 and 20, to Chickamauga, $50, **diesel.**

SEASHORE TROLLEY MUSEUM, P.O. Box A, Log Cabin Road, Kennebunkport, ME 04046 (207/967-2712) will hold the following special events.
August 23, Trolley Birthday Party featuring 100-year-old cars.
October 17-19 and 24-25, Ghost Trolley.
December 6-7, Christmas Prelude with Santa.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission, unless otherwise noted, is $2.50 adults, $2 seniors, $1.50 children 3-11, under 3 free. Discounts may apply for some special events. Hours of operation are 11am-5pm unless otherwise noted.
August 24, Olde Time Commuter Day.
September 14, Fox River FolkFest (admission $.50 more).
October 5, CTA Day, two generations of "L" equipment.
October 12, Fall Caboose Rides.
October 25-26, Haunted Trolley.

DENNISON RAILROAD MUSEUM, P.O. Box 11, Dennison, OH 44621 (614/922-6776) will sponsor the following trips through Ohio. For details, prices and schedules contact the museum.
August 30, Murder mystery train ride, Coshocton to Dennison, includes dinner and drama.
October 5, Fall foliage excursion behind steam, Newark to Dennison.
October 5, Troop train ride.
October 12, Fall foliage excursion, Dennison to Gould Tunnel, steam one way.
November 29-30 and December 6-7, Santa train rides.

TOUR ALASKA BY RAIL WITH CARSTENS, September 4-19. Ride Amtrak's Talgo train, VIA, Alaska Railway, White Pass & Yukon and BC Rail steam with RAILFAN & RAILROAD publisher Hal Carstens. Tour cost $3560 per person (double occupancy) from Seattle. Reservation deposit $250. For reservations or information contact World Rail Travel Specialists, Inc., P.O. Box 732, East Moriches, NY 11940-0732; 516/878-2260 or 800/821-6233.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) will sponsor the following trips. All trains require reservations. Contact museum for ticket order form for all trips except Cookeville.
September 6, Nashville-Watertown, 76 miles, $15-$49.
October 3-4, Cookeville-Buffalo Valley, 32 miles, $10-$25. Contact Cookeville Chamber of Commerce, 302 South Jefferson

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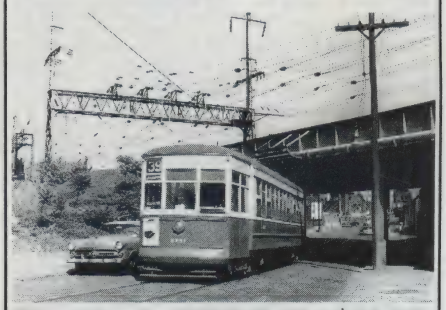

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Street, Cookeville, TN 38501 (615/526-2211) for reservations for these trips only.

October 11 and 18, Nashville-Watertown, 76 miles, $15-$49.
December 6, Nashville-Watertown, 76 miles, $15-$49.

GEORGETOWN, COLORADO, September 7. Mixed train on Georgetown Loop Railroad with 2-8-0 No.40 sponsored by Rocky Mountain Railroad Club. Trip departs 10:40am for three round trips with meets, runbys and High Bridge photo stops. Fare $50 from RMRRC, c/o Hugh Alexander, 700 South Elizabeth St., Denver, CO 80209.

WHITE RIVER JUNCTION, VERMONT, September 13. Chamber of Commerce Glory Dyas of the Railroad festival. Excursion train tentaively planned, Smith-Thompson Model Railroad & Railroadiana Show at American Legion Post. Admission free to festival, train show admission $2 adults, $1 under 12, $5 family. Information from Smith-Thompson, P.O. Box 828, White River Junction, VT 05001; 802/296-3001.

SKAGWAY, ALASKA, September 18-22. White Pass & Yukon Route Spectacular with charter steam and diesel, including passenger, freight and mixed consists to Lake Bennett and White Pass Summit with plenty of runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

CHIPPEWA FALLS, WISCONSIN, September 20-21. Round trips on Wisconsin Central to St. Croix Bridge. Trips depart 8am and 1pm Saturday, 8am Sunday. Information from DSS&A Division, Soo Line Historical Society, 3625 Gateway Drive, Suite F, Eau Claire, WI 54701-8187; 800/344-3866.

TEMPLE, TEXAS, September 20-21. Texas Train Festival sponsored by the Railroad & Pioneer Museum and the City of Temple at the depot. Railroad displays at station, admission $1. Train show at Convention Center, $4 adults, children under 12 free. Living history demonstrations, other activities.

HYANNIS, MASSACHUSETTS, September 28. Trip over Cape Cod Railroad using RDC's sponsored by South Shore Model Railway Club. Trip departs 10am, photo stops planned. Fare $45 before August 15, $49 after. Tickets/information from South Shore Model Railway Club, attn. Jack Foley, P.O. Box 144, Weymouth, MA 02188-0144; 617/337-2121; e-mail www.ssmrc.org.

WILLIAMS, ARIZONA, October 3-5. Railfan Weekend on the Grand Canyon Railroad sponsored by Grand Canyon Chapter NRHS and GCRy. Friday night photo session hosted by Mike Del Vecchio, Saturday trip behind 2-8-2 4960, evening banquet, Sunday shop tour and equipment displays. Information from Grand Canyon Railway, 123 North San Francisco, Suite 210, Flagstaff, AZ 86001; 800/843-8723; e-mail www.thetrain.com.

HEBER CITY, UTAH, October 4. Fall Colors Spectacular on the Heber Valley Railroad with steam and diesel on passenger, freight and mixed train consists with photo runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

BOSTON, MASSACHUSETTS, October 4. Fall Foliage Flyer to Albany, N.Y., over Conrail's Boston Line. Optional cruise on Hudson River. Trip departs South Station at 7:50am. Information from Mass Bay RRE, P.O. Box 4245BV, Andover, MA 01810; 617/489-5277.

HOBOKEN, NEW JERSEY, October 4-5, 11-12 and 18-19. Main line steam trips to Port Jervis, N.Y., behind C&O 614. Leave Hoboken 9:15am. Cab ride raffle, photo runbys, open window cars. Tickets $68 adults, $40 children 3-12 from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833. Visa/MC or information at 908/236-2200.

LAFAYETTE, INDIANA, October 10-12. Monon Railroad Historical-Technical Society's annual convention. Saturday bus tour of Michigan City branch, Sunday swap meet and self-guided layout tour. Tickets $35 for bus tour, $25 for Saturday evening banquet. Swap meet admission $3. Information from Tom Rankin, 313 East Wildwood Drive, Round Lake Beach, IL 60073-2042.

ROANOKE, VIRGINIA, October 11-12. Roanoke Railway Festival celebrating "Virginia Railroads and the Civil War." Event features tours, civil war reenactors, Buckingham Lining Bar Gang, Western Virginia Railfair, more. Information from the Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 540/342-5670.

McCLOUD, CALIFORNIA, October 11-12 and 18-19. Steam and diesel excursion on the McCloud River Railroad. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

UNION PACIFIC 844 is scheduled for a series of trips in Kansas, Oklahoma, Texas and Arkansas. Contact the individual trip sponsors for ticket prices and specific details. All trips are tentative.

October 12, Omaha, Nebr., to Sergeant Bluff, Iowa. Tickets are $135, contact Camerail Club, Souix City & Pacific Excursion, P.O. Box 791, Columbus, NE 68602-0791.
October 13-15, *ferry move,* Omaha to Wichita, Kan.
October 16-17, on display in Wichita.
October 18, Wichita to El Reno, Okla., one-way, contact Great Plains Transportation Museum, c/o Steve Corp, 1310 West Douglas, Wichita, KS 67203.
October 19, El Reno to Fort Worth, Texas, one-way, contact Central Oklahoma Chapter NRHS, c/o Tom Elmore, P.O. Box 6617, Moore, OK 73153-0617.
October 20-24, on display in Fort Worth.
October 25, possible trip in Fort Worth area.
October 26, Fort Worth to Houston, one-way, contact Age of Steam Railroad Museum, P.O. Box 153259, Dallas, TX 75315-3259.
October 27-31, on display in Houston and possble D.A.R.E. trip to Galveston.
November 1-2, trips out of Houston, contact Gulf Coast Chapter NRHS, P.O. Box 457, Houston, TX 77001-0457.
November 5-6, Houston-College Station trips for opening of Bush Presidential Library (*very tight security measures for this train*).
November 8, Houston to Tyler, Texas, via the Cotton Belt, contact Gulf Coast Chapter NRHS at above address.
November 9, Tyler to Pine Bluff, Ark., contact Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

EAST ELY, NEVADA, November 8-9. Photographers Special on the Nevada Northern Railway featuring 4-6-0 40 and 2-8-0 93. Passenger and freight consists with numerous runbys on both the Keystone and Hiline route, box lunch, western barbeque, night photo session. Tickets $285 from Nevada Northern Railway Museum, P.O. Box 150040, East Ely, NV 89315; 702/289-2085.

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CB&Q In Color - Vol 2 *(due Sept)*	$35.50
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HARRISBURG, PENNSYLVANIA, October 18. Hudson River Valley Fall Foliage Excursion from Harrisburg, Lancaster and other points to Rhinecliff and Albany, N.Y., using Amtrak equipment. Optional ferry ride from Rhinecliff to Kingston. Contact trip sponsor for additional departure points. Tickets/information from Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566.

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TRAINS UNLIMITED, TOURS, P.O. Box 1997, Portola, CA 96122 (800/359-4870 or 916/836-1745) is sponsoring the following foreign railfan tours. Call for details.

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Myanmar, October 10-24, steam charters and festival of lights.
China, October 26-November 10, lineside and industrial.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

August 2-3, Timonium, Md., Fairgrounds.
August 9-10, Edison, N.J., Convention & Expo Center.
August 16-17, Pennsauken, N.J., South Jersey Expo Center.
September 13-14, Danbury, Conn., Western Conn. State University.
September 27-28, Hempstead, N.Y., Hofstra University.

GILBERTSVILLE, PENNSYLVANIA, August 10. Train-O-Rama at the Gilbertsville Fire House, Rt. 73 east of Rt. 100, 9am-2pm. Admission $3 adults, children under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

DELAND, FLORIDA, August 16. Sunshine Railroadiana & Collectors Assoc. annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 and SR 44, 9:30am-3:30pm. Admission $3, under 12 free. Information: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

NASHVILLE, TENNESSEE, August 16. Railroadiana Show & Sale sponsored by Tennessee Central Railway Museum at Tennessee State Fairgrounds Vaughn Building, Wedgewood & Rains Ave., 9am-3pm. Admission $3. Information: Terry Bebout, 709 N. Lake Circle, Brentwood, TN 37027-7844; 615/833-5077.

ATLANTA, GEORGIA, August 23. Southeastern Railroadiana Collectors 20th Annual Railroad Collectibles/Model Train Show in conjunction with National Association of Timetables National Convention Show at Georgia International Convention Center near Atlanta Airport, 9am-4pm. Admission $5, under 13 free. Information: Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

MILTON, PENNSYLVANIA, August 24. 22nd Annual Train Meet sponsored by Central Pennsylvania Chapter NRHS at the White Deer Search & Rescue Social Hall, 9am-3pm. Admission $3, children under 12 free. Information: Bill Lawton, R2 Box 472W, Sunbury, PA 17801; 717/286-1915.

TORRINGTON, CONNECTICUT, September 6. 5th Annual Train Show sponsored by Harwinton Westside VFD at the Torrington Armory, 153 South Main Street, 10am-3pm. Admission $3, family $7. Information: Philip A. Lent, 123 McGuiness Street, Torrington, CT 06790-3223; 860/489-8961.

WINSLOW, NEW JERSEY, September 7. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3 adults, children under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

EAST PEORIA, ILLINOIS, September 21. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

LYNNWOOD, WASHINGTON, September 21. 19th Annual Sooper Swap Meet & Train Show sponsored by the Swamp Creek & Western Railroad Club at the Scriber Lake High School gym, 19400 56th Avenue West, 11am-4pm. Admission $3, children under 12 $1. Information: SC&W RR Club, 211 Railroad Avenue, Edmonds, WA 98020.

WAYNE (MOUNTAIN VIEW), NEW JERSEY, September 21. 3rd Annual New Jersey Midland Railroadian Show & Sale at the Wayne PAL, PAL Drive off Rt. 23, 9am-4pm. Information: New Jersey Midland Railroad Historical Society, P.O. Box 6125, Parsippany, NJ 07054.

RUTLAND, VERMONT, September 27. 13th Annual Rutland Railroadiana & Model Railroad Show at Vermont State Fairgrounds, U.S. Route 7 South, 10am-3pm. Admission $3, under 12 free. Information: Neil Korpi, 4 Hemlock Road, Milton, VT 05468; 802/893-4157.

GREENVILLE, OHIO, September 28. All Train Flea Market at Drake County Fairgrounds, 800 South State Route 49, 10am-3pm. Admission $2, under 12 free. Information: Larry Zeller, 4646 West US Rt. 36, Piqua, OH 45356; 937/773-7186.

PERRIS, CALIFORNIA, October 4. Fall Railroadiana Swap Meet at the Orange Empire Railway Museum, 2201 South A Street, 9am-2pm. Train andf trolley operations 10am-5pm. All-day pass (includes rides) $6, ages 6-11 $4, under 6 free. Swap meet only $3. Information: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

SAVANNAH, GEORGIA, October 4. Historic Railroad Shops Model Railroad Show sponsored by the Coastal Heritage Society at the Historic Railroad Shops, 601 West Harris Street, 10am-6pm. Admission $3, seniors/students $2, under 12 free with parent. Information: Cyndi Sommers at above address or 912/651-6823.

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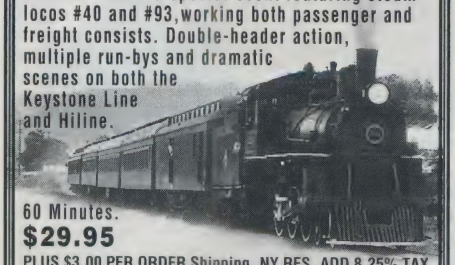

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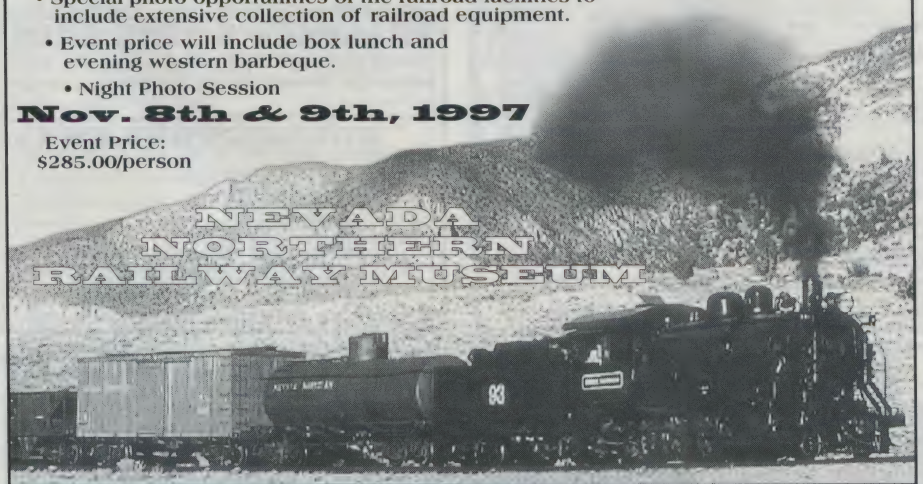

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place and lifting the drivers under the locomotive. It culminates with test runs through the Cheyenne yards in gray and red primer, looking like an overgrown refugee from a South American sugar cane plantation. Finally, the paint is applied, and 844 is back in black.

While the 844 is the star of the show, other aspects of the steam program are presented. Perhaps most importantly, we get a slice of life from the people behind the program. James Owens, a five-year-old lad diagnosed with terminal cancer, wished for a ride in a locomotive cab. The UP steam crew made his wish come true. We see James lifted up to the whistle cord by Steve Lee and giving it a tug, and riding on fireman Lynn Nystrom's lap in the cab.

Back to trackside — we get a lot of "guest stars" in this tape. Frisco 1522 makes an appearance doubleheading with 844 at the conclusion of the 1990 NRHS convention in St. Louis. UP's A-B-A set of E9s also shows up. Perhaps the most interesting lash-up, however, is an 844/E9B/Centennial combo that ran in 1996. Of course, Challenger 3985 is a frequent companion, as seen on the trip to Railfair '91 in Sacramento. It also shows up on the 1996 Denver *Post* Cheyenne Frontier Days outing, once again without an auxiliary canteen between the engines (curses, foiled again — S.B.). There is also a lot of coverage of 844's freight-hauling ferry moves. With the locomotives based in Cheyenne and the coaches based in Council Bluffs, the 844 makes a surprising number of appearances on freights.

There's a wealth of interesting facts, such as the big Northern weighs in at 900,000 pounds, produces 4,000 h.p. and members of the class have alledgedly attained speeds of 124 miles per hour on their big 80-inch drivers!

The tape concludes with the 844 keeping the UP main over Archer Hill open by shoving on the hind end of the stalled 11,620-ton NPST while the steamer was on its way to Cheyenne after the close of the 1996 season. Three hundred pounds of steam pressure being exhausted out the stack and nearly 56 gallons of No.5 fuel oil being consumed per mile is downright awesome. Incredible for the technological world of today, commonplace for the 1940's — go figure. For the complete story of the assist by Jack Wheelihan, the fireman of the 844 that day, see the March 1997 issue of R&R. To witness it and learn more about the life and times of the 844, buy this tape — C.K.

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Frisco 1522: Too short a trip

by Mike Del Vecchio

ON MAY 31, 1997, Frisco 4-8-2 1522 departed St. Louis to pull a month-long series of Employee Appreciation Specials for BNSF. These trips would take the Mountain-type into Colorado and the Powder River Basin in Wyoming, with an appearance at Galesburg Railroad Days on the return trip home. In all, one of America's favorite restored steam locomotives planned to travel 4200 miles in just a month's time. This was the biggest road trip yet for the St. Louis Steam Train Association, restorers and caretakers of 1522 (August 1997 R&R).

However, only hours north of St. Louis, 1522's on-board temperature sensors detected rising heat on the Number 1 fireman's side driving box crown brass. Inspections showed nothing amiss at first; the grease cake was changed out, and the trip resumed. After another 20 miles, the temperature rose again, and this time inspection revealed brass flakes in the grease cake screen. The grease was changed again, and the train resumed at a slower speed. The overheating continued for another 25 miles when, at the Mississippi River town of Hannibal, Missouri, the first planned service stop, another inspection revealed more brass flakes. There the decision was made to move to West Quincy for the night and return to St. Louis the next day. While the warm axle and brass flakes weren't yet a serious problem, the locomotive would not have maintained the schedule had it continued. And every hour's travel would have brought 1522 another hour away from its home base in St. Louis if there was serious trouble; the fact that there are few places left on BNSF to drop a steam locomotive driving wheel was a concern.

The 1522 and her crew returned home Sunday, June 1st, stopping every 30 miles to treat the hot bearing. Nearly a year of preparations turned back with the locomotive, though the plans would not be wasted.

BNSF contracts administrator Jim Schwinkendorf was making alternative arrangements, hoping to keep steam power on the Employee Appreciation Specials. He first contacted North Star Rail about using road-worthy Milwaukee Road 4-8-4 261 for the 4200-mile sojourn, but the logistics of having coal at key locations required too much planning on too short notice. Instead, "Rainbow Warrior" Dash 9-44CW 966 deadheaded BNSF's excursion fleet to Denver for the first runs, a series of short round trips to Longmont over the old Colorado & Southern Saturday, June 7th. On Sunday the 8th, however, SD70MAC 9751 replaced 966 on the Longmont trips, and ferried the

L.R. STILES

FRISCO 4-8-2 1522, was running on the former-Burlington "K" Line at Bellefontaine, Missouri, on May 3, 1997, in preparation for its 4200-mile trip powering BNSF's Employee Appreciation Specials. Alas, the Mountain suffered mechanical problems on the first day of the month-long journey.

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SP on BN tracks and Belt Railway of Chicago tracks in Eastern Illinois before the BNSF and UP/SP mergers. Follows a wide variety of SP trains from Aurora to Cicero on the BN triple track main, the Belt Railway of Chicago west end and the BN "Hole". Wide variety of power including brand new GE AC4400CWs. Get a good look at SP's complex Chicago area operations.
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train north into the Powder River Basin in central Wyoming. Until press time, BNSF's EAS trains were running on schedule and seemed well planned. However, there were reports on BNSF's web page (www.bnsf.com) of trips based out of Gillette and Graybull, Wyoming, being canceled due to flooding.

While the EAS trip riders did miss the steam locomotive, the people taking the absence of 1522 the hardest are its crew members. It was a sad trip home, and the SLSTA has a baggage car loaded with unsold souvenirs purchased just for the EAS outings (see RAILROADIANA). SLSTA will also be unable to attend Galesburg Railroad Days June 27-29 weekend, and it will not sit under the Gateway Arch over the July 4th weekend as is tradition.

For the future, the SLSTA plans to drop all of 1522's drivers for careful inspection of the axles and brass bearings. Without a drop pit at the Museum of Transportation, 1522's home, such a job will be a time-consuming process. Meanwhile, BNSF remains optimistic on steam and the SLSTA. "They couldn't do enough for us," SLSTA CMO Don Wirth stated.

All of the BNSF officials interviewed for this story hoped that 1522 recovers quickly, and none would hesitate to run 1522 again when it's ready. The SLSTA has earned a reputation for responsibility on the road. When times get tough, that trust ensures that the hard work of keeping a steam locomotive on the main line is not in vain.

Meanwhile, steam still rolls on BNSF, as SP 4449's Stampede Pass romp (**page 28**) through Washington attests.

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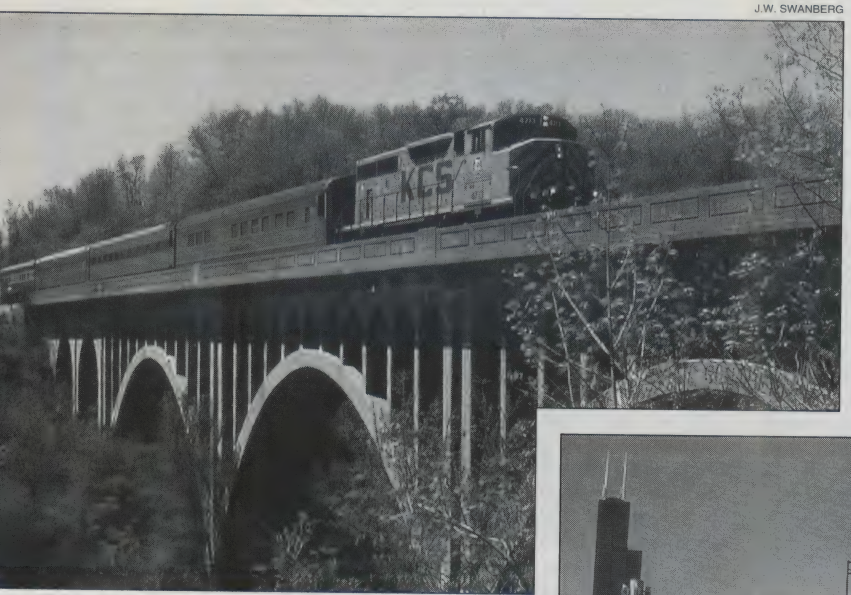


CSX TRAIN Q175 IS IN THE FORMER POTOMAC YARD as it heads south on the new track alignment at Alexandria, Virginia, on Saturday, May 3, 1997. Q175 is passing under the signal bridge at "PEPCO," named for the track veering off to the right, which is NS's line to the Alexandria waterfront and Potomac Electric Power Company's facility. See RAILNEWS.

HIGH IRON TRAVEL "EXPLORERS VIII" EXCURSION with Kansas City Southern GP40-2M 4713 **(left)** was south of Blue Valley, Missouri, on May 5, 1997. The consist included the private cars *Cimarron River*, *Pine Tree State*, *Caritas* and *Prairie Rose*. The trip covered most of the KCS behind the 4713. In addition, it went from Pittsburg, Kan., to Owasso, Okla., and return on the South Kansas & Oklahoma / Southeast Kansas / Kansas Eastern railroads behind ex-Conrail SK&O GP30 2211.

AMTRAK'S ENGINE SERVICING FACILITY in Chicago **(right)** is currently being rebuilt to replace the 16th Street shops that collapsed last fall. Work began in late March and had progressed significantly when this Wednesday, April 16, 1997 image was made.

MARK SUBLETTE

FRANKLIN PARK RAILROAD DAYS was held on Saturday, May 17, 1997, in Franklin Park, Illinois. Recently moved Soo Line tower B-12 was joined by various and sundry pieces of equipment. See RAILNEWS.

MIKE RAIA

pocketbooks. As service is cut back in an attempt to conserve capital, the support of those affected areas diminishes. As more routes are cut to stay alive, more support will be lost, and so on and so forth until the carrier is dead. At the rate of decline, Amtrak executives expect to run out of money in less than twelve months. President Clinton has proposed diverting some $4.8 billion over the next five years from the Federal Highway Trust Fund, but many members of Congress oppose this in favor of spending the money on roads and leaving Amtrak on its own.

Ironically, although Congress seems ignorant and almost hostile to the needs of Amtrak, they are investing heavily in its future. Taxpayers have already footed the bill for $3 billion in upgrades to the Northeast Corridor in preparation for 150-m.p.h. trains between Boston and Washington, D.C. In addition, another $1.3 billion is budgeted to complete the job by the end of 1999. It will be interesting to see if Amtrak is around to see the completion of the work.

One bright light is Senator William V. Roth, Jr., of Delaware, chairman of the Senate Finance Committee, who has proposed to create a "reserve fund" of $2 billion available to Amtrak over the next five years. Roth would be able to shift money from other federal programs to ensure that Amtrak had access to $400 million per year to modernize its track and equipment. The magic number that Amtrak has to live with is $400 million, and it must deal with untangling the mess of federal, state, local and union restrictions that make it hard to downsize.

FRANKLIN PARK RAILROAD DAYS On Saturday, May 17, 1997, the village of Franklin Park, Ill., hosted its second annual Railroad Days which featured displays from the railroads that pass through the town. Recently moved Soo Line Tower B-12 (see March 1997 R&R page 25) now stands vigil across from the Franklin Park Metra depot. This is located east of Bensenville Yard and west of the Wisconsin Central crossing where Tower B-12 once guarded the Milwaukee Road / Soo Line diamond.

The equipment on display (**page 25**) included two pieces of CP Rail hi-rail equipment, Belt Railway of Chicago Alco C424 604, CP Rail AC4400CW 9517, Wisconsin Central F45 6653, Algoma Central heavyweight *Michipicoten*, WC dome-obs 901 *Trempealeau River* (ex-Green Bay Western, nee UP), Metra F40PH-2M 214, Amerail bi-level coach 8435, Indiana Harbor Belt SD20 2920 (former Illinois Central), IHB coil car 1226 and bay window caboose 35, and Union Pacific SD90MAC 8088. (It should be noted that UP and BRC rails do not pass through Franklin Park, but they opted to display equipment anyway — good p.r. never hurts.)

The show was held from noon to 8 p.m., with much of the equipment being open for public inspection. Food and souvenir stands rounded out the event. Hopefully, this annual festival will be followed by many more — CHARLES HERAVER.

FBI ENTERS ARKANSAS & MISSOURI INVESTIGATION It is suspected that a section of track several hundred feet in length which was torn up some time between sunset on Tuesday, June 3 and sunrise Wednesday, June 4 was the act of disgruntled former employees of the railroad. In October 1995, piles of rocks and railroad ties derailed a freight train in Gateway, Benton County, Arkansas, near a section of right-of-way known as Devil's Eyebrow. The FBI was involved in the investigation of that act of sabotage. This wreck, which derailed a Springdale to Van Buren excursion train at 9:30 a.m., sent an Alco C420 and three of the A&M's antique passenger cars onto the ground about one mile north of Chester, Arkansas. Fortunately, there were not any injuries to the crew or 147 passengers, which included teachers from Butterfield Trail Elementary School in Fayetteville, Arkansas.

From the complexity of the sabotage, railroad officials have commented that it is more than kids would be capable of. Pointing towards a deliberate act of sabotage is the fact that 60 to 70 employees have left the railroad in the past 18 months. The railroad has been urging employees to upgrade their training through in-house seminars, and many people have instead quit out of frustration. A number of these employees apparently have since then had a vendetta toward the management team and other employees who elected to stay with the railroad. To date, the FBI refuses to comment on whether or not there are any suspects and what their motivations would be.

TRAGEDY ON A 2-8-2T A man was fatally wounded on May 24, 1997, near Shelton, Washington, aboard Peninsular Railway No. 16, a privately owned 2-8-2T. Volunteer crew member Kurt Ferris, 43, unscrewed the bonnet valve (one of the control valves for the injector feed line that is never removed under pressure) from a turret on the 16's backhead while the locomotive was hot and had the pressure rising. The valve blew out of its threaded fitting sending Ferris out of the cab. The escaping steam and water scalded over 80 percent of his body. He was flown to Harbor View Hospital in Seattle, where he went into a coma and died on May 26, 1997. A funeral was held near his family's home in Fishkill, New York.

Kurt Ferris was no stranger to steam locomotives. Kurt's father was the chief mechanical officer at the Valley Railroad in Essex, Ct., a circumstance that got Kurt involved in railroading early in his life. After his father passed away if the 1970s, Kurt moved west. A carman on the BNSF at the time of the accident, Ferris had more than 20 years experience with steam, and he operated this locomotive several times. The reason why he unscrewed the bonnet valve remains a mystery. The investigation found nothing wrong with the valve or with the fitting from which it was removed. The local press had initially described the incident as a boiler explosion, which was completely untrue. A formal investigation was ongoing as this was written, but the FRA and other investigators are all confident that the locomotive did not contribute to the accident.

Peninsular 2-8-2T No. 16 (featured in the June 1996 R&R) is owned by Pete Replinger and is stored and occasionally operated on Simpson Timber property near Shelton. It was being fired up on Saturday the 24th for an FRA inspection. Replinger had also planned to pull a log train on Memorial Day as part of Shelton's annual Mason County Forest Festival. The 16 was built by Alco in 1929 for the Crossett Western, which later sold it to California's Hammond Lumber Company. Replinger purchased it in the 1960s and has operated it almost every year since then — MIKE DEL VECCHIO.

FORMER POTOMAC YARD The transition of the movement of the main line of CSX's RF&P Subdivision passing through the former Potomac Yard (to allow for further development of the valuable real estate, located in Arlington and Alexandria, Virginia), was completed in early May 1997. Approximately 3.3 miles of trackage has been relocated (**page 25**) from the west to the east side of the property (adjacent to Washington Metrorail's Blue/Yellow Line for much of the way). This will allow for burial of the high-tension overhead power lines to give access to the area from Jeff Davis Highway (U.S. Route 1).

The former two-track main, from near "South RO" Interlocking at Crystal City in Arlington to near "North Alexandria" Interlocking, adjacent to the Braddock Road Metrorail Station at Alexandria, has been replaced with a three-track version. With this additional track connected down to "AF" Interlocking, south of the Alexandria Amtrak Station, much needed rail capacity (lost with the demise of the yard) has been restored to the corridor, which has been very crowded with Amtrak, Virginia Railway Express trains and freight traffic — RAY SAUNDERS.

MT HOOD RAILROAD DINNER TRAIN Formerly operating over the Port of Tillamook Bay Railroad from 1993 until July 1996 as the *Spirit of Oregon* dinner train, the Mt. Hood Railroad Dinner Train began operation in April 1997 over the Mt. Hood Railroad. Saturday evening dinner trains and Sunday brunch trains originate in Hood River Oregon, and operate south to Parkdale, 21.2 miles away near the base of Mt. Hood.

Motive power is provided by former Columbia & Cowlitz Alco C415's 701 and 702, both of which were equipped with the high cab option. Engine 701 was built new for the C&C in 1968. The 702 was built as Southern Pacific 2407 in 1966 and was acquired second-hand by the C&C.

The train consists of two dining cars, *Portland* and *Beaverton*, rebuilt from ex-Northern Pacific coaches 505 and 507; tavern car *Banks*, formerly Alaska Railroad dining lounge car 10, and kitchen-power car *Hillsboro*, rebuilt from a former Great Northern baggage car.

Reservations and information about the Mt. Hood Railroad Dinner Train can be obtained from the Mt. Hood Railroad by calling 541/386-3556 — TOM SMITH.

KODACHROME: LARRY R. STILES

KODACHROME: TOM SMITH

THE McKINLEY HIGH LINE in St. Louis, once alive with Illinois Terminal interurbans, streetcars and electric streamliners, was host to the Illinois Traction Society on April 19, 1997. Railway Switching Services of Missouri re-created the mood with their SW9 2020 in an ITC-inspired paint scheme. The move emerged from the subway tunnel near Cass Street and ran to the Branch Street interchange to get a car of newsprint.

MT. HOOD RAILROAD DINNER TRAIN, powered by former Columbia & Cowlitz Alco C-415s 701 and 702 **(left)** was at Hood River, Oregon, on April 17, 1997. See RAILNEWS.

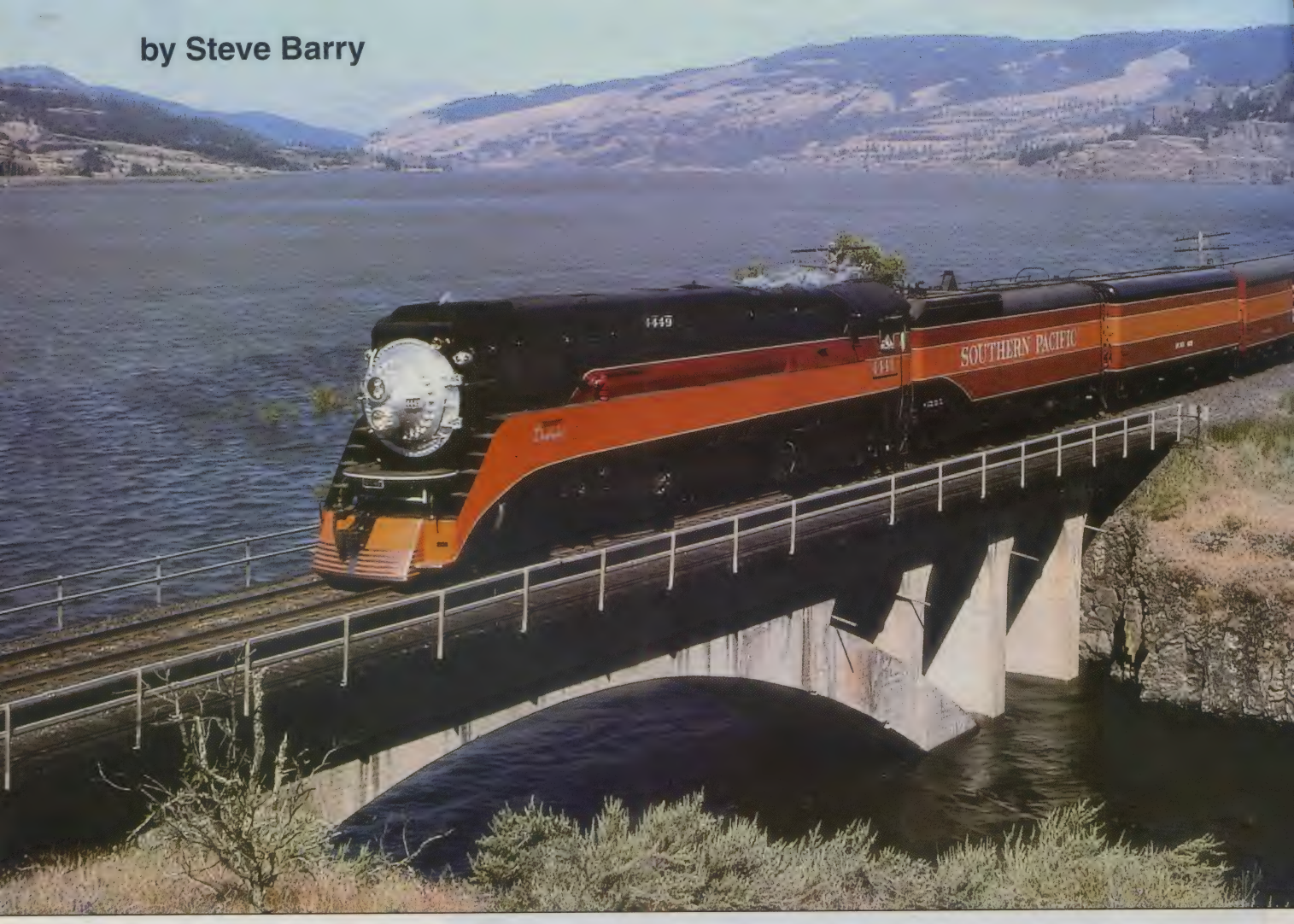
WHITE RIVER SCENIC RAILROAD ALCO MRS1 2089 does its impression of a Lackawanna Railroad Train Master as it leads a WRR excursion train south into Sylamore, Arkansas. This locomotive **(right)** was former Army B-2089 (Alco 80405), one of 83 that were built between March and October 1953, as U.S. Army 2041-2123. It currently powers excursion trains on the Missouri & North Arkansas Railroad.

KODACHROME: PETER SMYKLA, JR.

NEW LIVERY FOR THE INDIANA & OHIO was displayed by GP30s 86 and 87 **(below)** at Quincy, Ohio, as they crossed the former New York Central line to Muncie, Indiana, on May 3, 1997. The I&O operates what once was part of the New York Central Railroad's Whitewater district.

KODACHROME: MIKE BIEHN

by Steve Barry



The Stampede Run!

KODACHROMES: STEVE BARRY, EXCEPT AS NOTED

ON JUNE 15, 1997, a little bit of excursion history took place. On that date, a trip ran over a line that had been open for only seven months after more than a decade of inactivity. On that date a Southern Pacific GS4 hauled a 17-car train over former-Northern Pacific trackage. And on that date a steam crew's uniform consisted of dark slacks and Hawaiian flower shirts. The trip was *"The Stampede Run,"* a circle trip from Portland, Oregon, over BNSF's Stampede Pass, sponsored by the Northwest Rail Museum along with the Friends of the 4449.

The weekend before *The Stampede Run* the 4449 was given a chance to stretch her legs on a pair of Portland-Wishram round trips through the Columbia River gorge. Interestingly, these were the first one-day out-and-back excursions the 4449 has pulled since being restored in 1976. Heavy opposing BNSF freight traffic, however, kept the passenger train ducking into sidings most of the way in both directions, and both trips finished hours behind schedule.

On the morning of June 14th, however, engineer Doyle McCormack saw nothing but green signals in front of 4449's boiler, and the train made track speed from Vancouver, Washington, (the last passenger

HEADING FOR STAMPEDE, Southern Pacific 4449 was racing across the Klickitat River at Lyle, Wash., in the Columbia River gorge on June 14, 1997, over former-Spokane, Portland & Seattle rails. The next day the train followed the Yakima River between Ellensburg and Cle Elum through a canyon that hosted both the Northern Pacific and Milwaukee — the *Daylight* is on the former-NP, while the Milwaukee bridge in the background no longer has tracks (**opposite bottom**). Success was achieved as the train approached Stampede Tunnel at Martin in a view from the crew car (**right**). From the summit, the train went downhill to Auburn where the helpers were cut off, then raced to Portland.

COLOR PRINT: MARTIN E. HANSEN

pick-up point) to Wishram, leaving most of the chasers in the dust. A second sprint from Wishram to Pasco found most of the chasers consulting maps when a six-mile-long construction zone brought traffic to a stop. Following a photo runby at Gibbon, the train continued on to Yakima for the night.

The 4449 powered the train out of Yakima the following morning, and a pair of "goat boats," Dash 9-44CW's 1043 and 1051, were added at Ellensburg for the run over the pass. A photo runby was performed deep in the canyon west of Ellensburg. Once cresting the summit and descending into Auburn, the GE's were removed, and the 4449 made the final, fast sprint back to Vancouver and Portland. The trip ran better than clockwork — arrival in Yakima on Saturday was nearly an hour ahead of schedule, and the train was back in Portland at the conclusion of the trip 30 minutes early.

Proceeds from the trip will benefit the two sponsoring groups. The Northwest Rail Museum is setting up operations in and around Portland's Union Depot, while the Friends of the 4449 will put their share of the ticket sales back into the *Daylight*.

BNSF was looking at this trip as something of a test for running future excursions. It is hoped that with the professional performance put in by the 4449 and its crew over the two weekends more steam excursions will be allowed on BNSF in the future.

KODACHROME: BRUCE BARRY

HIGH-SPEED RUNNING along the Columbia River was a highlight of all 4449's trips in Washington. The week before the Stampede trips the *Daylight* pulled two Portland-Wishram round trips. The train made a classic sight eastbound out of the rocks at Cape Horn on June 8, 1997. On the first day of the Stampede Pass trip the train passed the former-NP depot at Toppenish (**left**) en route to Yakima on June 14. Earlier that day 4449 crew members McCormack and Wheelihan showed off the staff uniforms during the servicing stop at Wishram (**below left**). "Goat boat" Dash 9-44CW's 1043 and 1051 were added at Ellensburg (**below**).for the run over Stampede Pass.

C&O 614
and "Moose"

FUJI VELVIA: CHRISTOPHER KIMLER

KODACHROME: STEVE BARRY

ROSS ROWLAND'S ex-C&O 4-8-4 614 returned to Port Jervis, N.Y., with four trips on two weekends in June 1997 as part of a continuing program of excursions over NJ Transit and Metro-North Commuter Railroad begun last October. The community of Port Jervis restored the former-Erie Railroad turntable, which made the excursions from Hoboken, N.J., possible and practical. The trips on June 7, 8, 14 and 15 ran fast, on time and sold out. Paul Nichini of the New Hope & Ivyland was the engineer on most westbound trips (**above**, nearing Port Jervis on June 14), while Rowland ran eastbound.

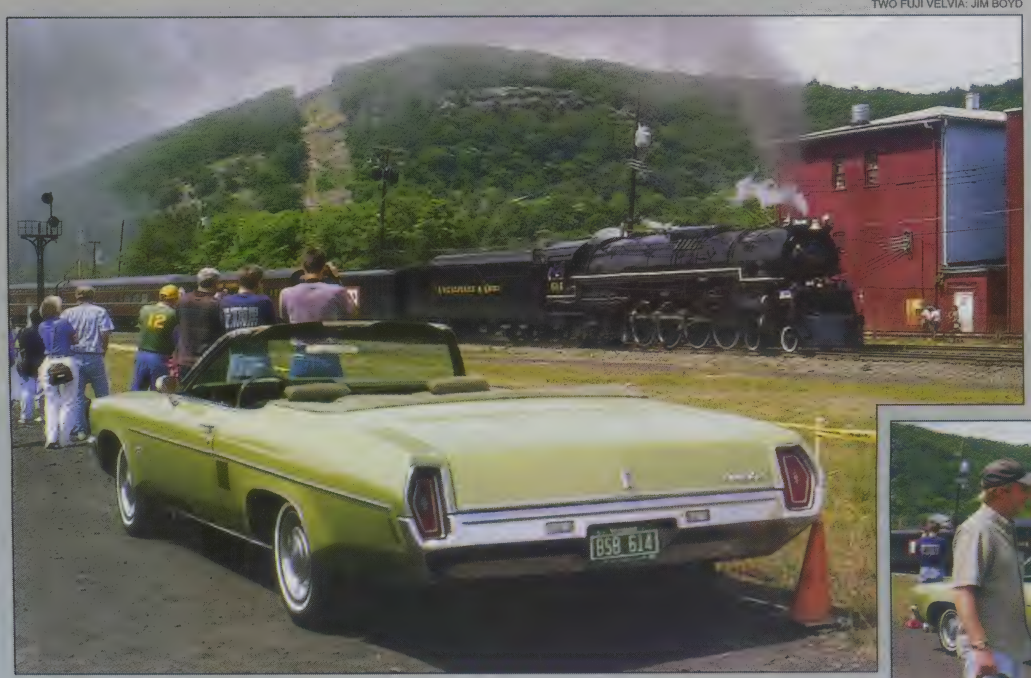
The 614 put on its usual impressive show charging up through "Tuxedo Rocks" (**above**) on the old Erie main line above Tuxedo, N.Y. The train was given passenger track speed and made the most of it.

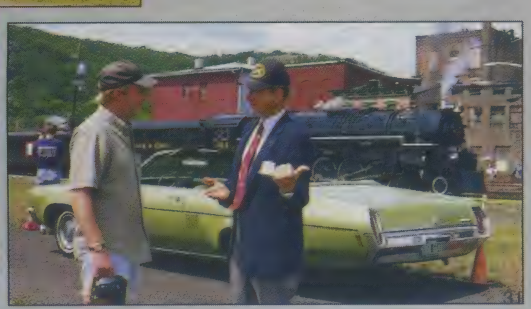
On the second Saturday, a historic unveiling took place as Fenner Ball, son of the late author and photographer Don Ball, Jr., had completed restoration of "Moose," his dad's beloved 1971 Oldsmobile Delta 88 Royale convertible. Don had bought Moose in 1974 and driven it for nearly all of his railfan ventures after that.

Wearing a license plate including the number 614, Moose was posed on 6/14 for the 614 runbys at Port Jervis (**left**), and Fenner shared the occasion with his dad's longtime friend Walt Grosselfinger (**below**, at right), who was one of the United Railroad Historical Society coordinators for the trip.

Don Ball, Jr., who had worked with Rowland on the American Freedom train and later brought Steamtown to Scranton, Pennsylvania, passed away in 1986 — J.B.

TWO FUJI VELVIA: JIM BOYD





by Bruce Kelly

"TODAY, SPOKANE IS THE MOST important railroad center in the northwest quadrant of our country and the only city west of the Mississippi River which enjoys through passenger service on three different transcontinental lines." That was Phil Hastings describing Washington state's eastern metropolis in a 20-page pictorial on the *Railroads of Spokane* in the June 1953 issue of RAILROAD Magazine. Perhaps best known for his interpretive steam era shots from Colorado and New England, Hastings resided in Spokane for a short period after his graduation from the University of Vermont's medical school in 1950. When not putting in his hours as an intern, Phil explored Spokane's cornucopia of railroads — NP, GN, SP&S, UP, Milwaukee Road, Spokane International, interurbans and more — which fanned out from the city in all directions across an incredible variety of landscapes.

One of Hastings' favorite hang-outs was the tiny town of Marshall, Washington, just ten miles southwest of Spokane, where the NP, SP&S, UP and Milwaukee Road all squeezed through a narrow, twisting, pine-studded canyon rising southward onto the high desert of the Columbia Plateau (see the Hastings feature beginning on page 43). Respectable grades, easy road access and nearly non-stop action on three parallel routes made Marshall Canyon a great place for steam era photographers. In addition to Hastings (who passed away in 1987), countless other railfans have been drawn to Marshall, from steam and streamline-era masters like Ron Nixon and Warren McGee to contemporary shooters such as Robert Johnston, Blair Kooistra, Fred Simon and Harley Kuehl.

More than 45 years since Hastings paid his visits, Marshall Canyon has a bit less track, but the traffic has rebounded to a respectable level, with BNSF moving 30 or more intermodal, mixed freight and unit grain trains every day, accompanied by at least four daily UP freights and the Spokane-Portland sections of Amtrak's *Empire Builder*. As was true in Hastings' day, Marshall Canyon is an absolute playground for railfans, but even before Hastings began photographing there, Marshall was already a terrific showcase for railroading.

Three tracks, four railroads

Northern Pacific was the first major railroad to build through Spokane (at the time called Spokane Falls), and its entry there in 1881 really sparked the growth of what is still one of the country's most thriving regions. In the first two years following the NP's arrival, Spokane's population tripled. The NP's main line west to Puget Sound exited Spokane through Marshall Canyon. In the heart of the canyon, the town of Marshall developed into an important rail hub with the opening of the Spokane Falls & Palouse ("Puh-LOOSE")

MARSHALL CANYON

Three tracks and four railroads converge near Spokane for colorful action in Washington

PHOTOGRAPHY: KODACHROMES / BRUCE KELLY

Railway in 1886. This NP-backed outfit, which would later become NP's Palouse & Lewiston Branch, reached southward from Marshall nearly 100 miles through rich farming country toward Lewiston, Idaho.

The Great Northern's main line was laid through Spokane in 1892, but its route west toward Seattle took a northwesterly departure from Spokane rather than southwest through Marshall Canyon. However, in 1906, a joint effort by GN and NP got the ball rolling on what would be Marshall Canyon's second railroad: the Spokane, Portland & Seattle Railway. The SP&S from Portland to Pasco had just been completed, and GN president Jim Hill, unimpressed with NP's roller-coaster profile between Spokane and Pasco, announced that the SP&S would be extended from Pasco east to Spokane to give NP and GN a fast, low-grade connection to Oregon and California. In April 1909, the SP&S was opened for service between Pasco and Marshall, with trackage rights obtained over the NP for the final ten miles or so into Spokane. To access the NP, SP&S laid a steeply-graded, mile-long piece of track from a point known as Scribner down some 40 feet in elevation to the NP main line at Marshall. The Scribner-Marshall connector was meant as a temporary solution for the SP&S, since plans were already in the works for a dedicated SP&S route into Spokane. An enormous bridge spanning the Hangman Creek/Spokane River Gulch on Spokane's west side, similar to the one already used by the GN, was conceived to carry SP&S trains into the city on their own rails, but ultimately, economics and local politics forced SP&S to limit its construction to the laying of track from Scribner north to a GN connection at Fort Wright Junction, where SP&S trains would then use GN's main line and bridge to enter Spokane. The SP&S' dream of a giant,

THE CLASSIC IMAGE of Marshall, made famous by Phil Hastings and Ron Nixon, is now hosting diesels in classic images they would have never imagined. At 4:44 p.m.on July 28, 1996, BNSF SD75M 8256 (**left**), equipped as a "Distributed Power" unit, was leading 111-car grain train G23 up the old SP&S with sister 8253 shoving on the rear. At 11:01 a.m. on August 23, 1996, intermodal No.11 (**below**) was westbound on the nromally-eastbound ex-NP line to run around grain train G219, on the old SP&S across Queen Lucas Lake, holding at Lakeside Junction.

new bridge, however, would become reality some 60 years later, following the BN merger.

Union Pacific joined the party with the completion of its line through Marshall Canyon in 1914. The UP's local predecessor, the Oregon-Washington Railway & Navigation Company, had been serving Spokane since 1889 with a line meandering over rugged terrain from Pendleton, Oregon, northeast along the Washington-Idaho border, descending into Spokane on its southeast side. In 1899, the south end of this original UP line was bypassed with a low-grade route along the Snake River. Then, during 1911-1914, the UP built a new line climbing up from the Snake River route, crossing the river on the 3920-foot-long Joso Bridge and striking due north across the desert to enter Marshall Canyon. The UP brought a third main line to the canyon (its track situated between the NP and SP&S much of the way), and threw a second high trestle across the Spokane River west of Spokane, within sight of the GN bridge. The construction of hydroelectric dams along the Columbia and Snake rivers in the 1950s caused further change along the south end of UP's Spokane line, shifting its junction with the Portland main line west to Hinkle, Oregon, site of the modern classification yard that now serves the region.

Marshall Canyon's fourth railroad never did build track there. The Milwaukee Road, whose "transcontinental" main line passed 30 miles south of Spokane, developed a secondary "passenger main" in 1914 to swing northward through the Lilac City. For its easterly approach to Spokane, the Milwaukee built a branch from Plummer, Idaho, northwest to Manito, Washington. Trackage rights over the UP carried Milwaukee Road trains from Manito on into Spokane, where a joint UP/Milwaukee station was constructed. From Spokane west, Milwaukee Road trains used the newer UP line through Marshall Canyon to rejoin the Milwaukee main some 60 miles later at Marengo, Washington.

SANTA FE WARBONNETS (SD75M's 8274 / 8264 and SD70M 206) were climbing the 1% on the old NP (**above**) with grain train GO5HA on August 23, 1996, as it crossed over the UP Spokane Sub and the abandoned SP&S grade between Lakeside Junction and Cheney. Back on November 5, 1987, Oakway SD60s 9036 / 9070 (**below**) were on the same bridge with BN Train 13; the recently abandoned SP&S rails were already rusty. The UP's Spokane-Hinkle line, shown clearly in the top photo, was under the second Oakway in the lower one.

In climbing southward through Marshall Canyon, the NP, SP&S and UP/Milwaukee lines followed different profiles. The NP's main line — the oldest of the three — dropped out of Spokane on a 1% grade known as Hangman Hill, bottomed out on a bridge over Hangman Creek at Empire (elevation 1835 feet, 200 feet lower than the nearby SP&S and UP), then immediately started a 1.14% maximum climb to Marshall. After leveling off briefly through Marshall (elev. 2132) and around the shore of Queen Lucas Lake, the NP resumed a 1% climb, finally reaching a 2369-foot summit just south of Cheney ("CHEE-nee").

In dramatic contrast, the SP&S started out of Spokane at a higher elevation than the NP and therefore was able to reach its 2333-foot summit south of Cheney with easier grades. The first few miles to Overlook (just north of Marshall) averaged 0.8%, and from Overlook south the remainder of the SP&S climb enjoyed a maximum of only 0.4%. Because it clung to higher ground than its railroad neighbors through most of Marshall Canyon, as well as in the open desert and river canyons to the south, the Spokane-Pasco portion of the SP&S became widely known as "the High Line." That name lives on in the radio transmissions of BNSF dispatchers and train crews who often refer to Marshall Canyon's ex-SP&S and ex-NP routes as the High Line and Low Line, respectively.

The UP's line through Marshall Canyon was built to high standards similar to the SP&S. It was some 80 feet lower than the SP&S upon exiting Spokane, rose steadily until it was at the same elevation as the SP&S and NP at Fish Lake (between Marshall and Cheney), then bridged itself across the SP&S before emerging from the head of the canyon. This is not the only instance where railroads play leap-frog in the canyon. Just south of Fish Lake, at a site visible today from the twin overpasses on Anderson Road, the UP and former SP&S lay side-by-side, with the former NP flying over both of them on a combination through/deck plate girder bridge.

Strange alliances

These days, Marshall's two remaining BNSF main lines function the majority of the time like double track, with most westbounds using the Pend Oreille ("POND oh-RAY") Subdivision (ex-SP&S) and most eastbounds using the Lakeside Subdivision (ex-NP). This arrangement hearkens back to 1910, when the NP was first permitted to run some of its trains via the SP&S between Spokane and Pasco. The NP's profile between these cities was a sawtooth of 1% hills; the paralleling SP&S, on the other hand, was a steady ramp half as steep as the NP. Lumber from Pacific Coast mills, destined for Eastern and Midwest markets, was NP's primary high-tonnage cargo in the Northwest, so this and other Pasco-to-Spokane traffic went east up the gentle grades of the SP&S. The assignment of new 4-6-6-4s to its Northwest routes enabled NP to pull its heavy eastbounds off the SP&S in

LATAH CREEK BRIDGE in Seattle saw the passage of a BN PGEX Powder River coal train behind an SD60M on August 2, 1993, on the SP&S High Line — the train, off Montana Rail Link, actually has a UP crew and is bound for the UP's Hinkle line for delivery to a General Electric generating plant in northern Oregon. Grain Train G219 (**left**), shown on page 33, was still on the SP&S at Lakeside Junction and Fish Lake Crossover at 1:00 p.m. on August 23, 1996, while empty grain train G22 headed east on the former NP. The G219's first car is on the abandoned UP/Milwaukee grade, while its 20th car is on the UP Junction turnout.

1937, but just a few years later, when train traffic soared during World War II, the NP was forced to return its heavy eastbound trains to the SP&S.

In 1966, the NP made overtures to the SP&S about formally operating their two lines between Spokane and Pasco as double track, but not until the 1970 merger of the NP, SP&S, GN and CB&Q into Burlington Northern did the double track plan take solid form. The BN at first set up the SP&S for eastbounds into Spokane, while sending westbounds down the NP. Then, in the late 1970s, the high price of Middle East oil and the growing tide of unit grain trains bound for Pacific ports led BN to reverse its Spokane-Pasco traffic pattern, capitalizing on the smooth profile of the SP&S to reduce fuel consumption, increase speed and minimize the number of units on its westbound grain shipments.

Changes in the canyon

The BN merger in 1970 and preparations for Spokane's hosting of the 1974 Worlds Fair brought widespread transformation to Marshall Canyon's railroads. Downtown facilities serving the GN, SP&S, UP and Milwaukee Road, deemed redundant by BN, were demolished to provide a site for Expo '74. All rail activity through the heart of Spokane was funneled onto NP's double-tracked, elevated main line. At the west end of the NP corridor, a modern version of the bridge that the SP&S had conceived 60 years earlier to span the Spokane River was finally built, though it wound up crossing Hangman Creek instead. Hangman Creek, incidentally, earned its name from the September 1858 hanging of SubChief Qualchan of the Yakama Tribe and six others from the Palouse Tribe. It can still be found by that name on most maps, but some Spokanites, and the BN, opted for the less-morbid name of Latah ("LAY-taw") Creek, derived from explorer William Clark's naming it "Lau-Taw River" around 1805. When completed in 1972, the Latah Creek Bridge replaced the GN and UP trestles which had spanned the same gorge. Sunset Junction, in essence just a set of crossovers controlled by the BN dispatcher, became the critical choke point at the east end of the new bridge, where everything off the former GN, SP&S and NP all comes together. The bridge's west end splits into a Y-shape, with one span curving northward to enter a realignment (built at the same time as the bridge) which eased the former GN's westward climb from Spokane, and the other span curving southward to connect with the SP&S.

With most of its line through Marshall Canyon being dismantled because of the Spokane consolidations, UP obtained trackage rights over BN from Spokane to Fish Lake, where BN's former SP&S main and the remainder of UP's Spokane-Hinkle main were just yards apart and at the same elevation and could be easily joined together by a short section of new track. UP trains in and out of Spokane started running over the Latah Creek Bridge and BN trackage in April 1972. The old Scribner-Marshall connecting track between the SP&S and NP was renovated to main line condition to give UP trains (and to a lesser extent, BN trains) the flexibility of using either the SP&S or NP north of Marshall. The UP's former trackage rights tenant, Milwaukee Road, whose Marshall Canyon traffic had been primarily of the long-haul passenger variety, continued modest freight service out the east side of Spokane to the transcontinental connection at Plummer until the Lines West abandonment in 1980. However, Milwaukee Road had already given up its regular service

UNION PACIFIC train SKHK was crossing the Hangman Creek Bridge at Empire on May 13, 1986, running "wrong main" on the normally eastbound ex-NP due to trackwork on the SP&S High Line. The SKHK (**opposite**) had a Dash 9-44CW and SD60M on 21 loads and 20 empites at 3:19 p.m. on October 30, 1996 as it ducked under the ex-NP main shown on page 34; that's snow-capped Mount Spokane in the background. The SP&S to Pasco was still in service (**below**) on September 11, 1986, as tiger-striped GP50 3135 led Train 13 through Fish Lake. The UP still uses the line at right, though the SP&S beneath the 3135 is now gone.

through Marshall Canyon 19 years earlier when the *Olympian Hi* was canceled.

Marshall Canyon's next phase of change came in the late 1980s, when an economic recession introduced Americans to an age-old business concept with a brand-new name: "downsizing." The BN's bean-counters went on a witch hunt to identify and eradicate trackage that no longer seemed viable. The convenience of moving one-way traffic non-stop on two separate routes between Spokane and Pasco no longer outweighed the expense of operating both the SP&S and NP. Having fewer on-line customers, a large number of tunnels and trestles to maintain, frequent landslides along its south end, and horrendous drainage problems north of Cheney, the majority of the SP&S was deemed expendable.

During 1986, a connector track known as the Fish Lake Crossover was installed at the one point in Marshall Canyon where the SP&S, UP and NP grades were all side-by-side, only yards apart, at the same elevation. Once the connector went into service in mid-1987, BN westbounds still departed Spokane using the SP&S through Overlook, Marshall and Scribner, but just north of Fish Lake, they now diverged from the SP&S at a new CTC switch called UP Junction and traveled diagonally across the old UP/Milwaukee right of way to enter the NP main at another new interlocking called Lakeside Junction. The remaining 0.7-mile piece of the SP&S between UP Junction and Fish Lake was left intact to bridge the gap between UP's Hinkle-Spokane route and the active BN trackage, but the rest of the SP&S from Fish Lake southwest to the outskirts of Pasco was ultimately stripped bare to its roadbed in 1991. Most of the abandoned right of way was donated to the state of Washington for use as a hiking and biking trail, with the stipulation that track could be relaid if BN ever decided to reopen the route.

If it could have foreseen how intermodal and grain traffic would congest its Northwest routes by the 1990s (to the point that mothballed Stampede Pass would be revived), BN might not have gone through with the abandonment of the SP&S between Fish Lake and Pasco. In the meantime, BN successor BNSF is improving its Spokane-Pasco capacity by simply adding a second main track to portions of its ex-NP line.

Four railroads again

The merger of Burlington Northern and Santa Fe brought locomotives in the warbonnet and "yellowbonnet" paint schemes (not to mention the resurrected GN orange and green) to Marshall Canyon, and also accelerated the sale of several area branch lines that BN had been trying to unload for nearly a decade. In September 1996, BNSF sold more than 400 miles of branch lines in Washington and Idaho to new

short line operators. Watco subsidiary Palouse River & Coulee City took over the old P&L Branch out of Marshall, as well as the CW Branch out of Cheney. The CW (Central Washington) Branch, was built by NP in the late 1880s. It originally wandered west to Coulee City then south to rejoin the NP main at Connell, tapping the heart of Washington's wheat country. The line's midsection was abandoned in the 1960s, leaving behind the present 108-mile branch between Cheney and Coulee City, as well as a 40-mile segment out of Connell that became part of the Washington Central Railroad in 1986 and was leased to the Columbia Basin Railroad in late 1996.

If you consider Amtrak to be its own railroad, operating over BNSF in the same way that Milwaukee Road once ran its Spokane passenger trains over the UP, then the birth of the PR&CC (reporting marks PCC) has returned Marshall to its glory days of hosting four different road names. With a colorful mix of second-hand GP7s, GP30s and GP35s, many of them shipped in from other Watco short lines, the PR&CC is itself worth a visit to Marshall Canyon. As often as six days a week, the PR&CC arrives Marshall, usually during mid-day, with wheat, peas and lumber to interchange with BNSF.

PALOUSE RIVER & COULEE CITY
Geeps were departing Marshall on September 11, 1996, on the old NP P&L line. Units are Eastern Idaho GP7s 1004 and 2191 and Blue Mountain GP35 784.

Though it was named for the towns of Palouse, Wash., and Lewiston, Idaho, the former P&L Branch in recent years could just as easily have been called the Pea & Lentil Branch. About 95% of the nation's peas and lentils are reportedly grown in the Palouse region south of Spokane. They were introduced to local farming merely as rotation crops to nutrify the soil between the wheat and barley harvests, but now the peas are a serious cash crop in their own right. As long as Americans continue eating their vegetables and cereal, the PR&CC has a secure future hauling hoppers and reefers into Marshall.

Railfanning Marshall

Except when maintenance crews are holding track and time on the single main west of Lakeside Junction, a typical day in Marshall Canyon can easily deliver 15 to 20 trains between sun-up and sundown, and even more during the long days of mid-year. When MofW work occupies one of the two lines east of Lakeside Junction, traffic will simply run in both directions on the other line. Normal business sees westbounds using the High Line and eastbounds using the Low Line.

Some of the more intriguing photo locations require a bit of hiking, but you can frame up many of the canyon's "classic" shots right from the edge of the road or off of an overpass. For those planning a visit, refer to the map on page XX, or order the Spokane NW, Spokane SW, Four Lakes and Cheney 7.5-minute topographic maps ($16.00 for all four, plus $3.50 shipping) from the U.S. Geological Survey, W. 904 Riverside, #135, Spokane, WA 99201-1088. The old general store in Marshall has recently been closed, so your nearest food and gas is the Zip Trip convenience store up north at the intersection of US 195 and Cheney-Spokane Road, or the multitude of outlets down south in Cheney.

As for radio frequencies, BNSF's 161.250 (AAR Channel 76) is used on the ex-SP&S east (geographically north) of Lakeside Junction and on the ex-NP east of Marshall. West of both points, it's 161.160 (AAR 70). The UP's Spokane Subdivision operates on 160.740 (AAR 42), but UP crews switch to BNSF's channels while running between Spokane and Fish Lake. Palouse River & Coulee City uses 160.785. At present, there are no talking defect detectors in Marshall Canyon, but your scanner may pick up the ones at Velox (ten miles east of Spokane) and Babb (nine miles west of Cheney) on BNSF, or the one at MP 343.3 (seven miles south of Cheney) on the UP. Something else you'll hear are the arrival and departure instructions for BNSF trains at the Yardley or Erie Street yards in Spokane, a tip-off to potential westbounds coming your way. UP trains are even more conspicuous

as they must get a track warrant from their own dispatcher as well as permission from BNSF's dispatcher before departing Spokane. A copy of the *Pacific Northwest Region Timetable No.4* from Altamont Press (reviewed in the March 1997 RAILROADIANA, advertised in this month's SWITCH LIST), with its extensive BNSF symbol lists, is helpful in determining which westbounds will be heading toward Marshall Canyon and not the other way on the GN.

Not to worry; Marshall Canyon receives a higher percentage of trains than the ex-GN to Wenatchee. BNSF's daily line-up includes doublestacks, mixed freight, unit grain and timber products — you name it. Westbound, loaded grain trains put up the toughest fight. To avoid a stall (which does happen now and then), extra head-end units, or manned rear-end helpers, may be added to grain trains as far as Scribner or Cheney. New solutions in the canyon are the "Distributed Power" SD75M's in Santa Fe red and silver and Dash 9-44CW "Pumpkins" that have been showing up in remote control on the rear of some grain trains.

Some of Marshall Canyon's most interesting action is performed by locals, which often must run "wrong main" (west on the NP, east on the SP&S) in their appointed rounds. This dates back to the SP&S Scribner Turn, which cycled interchange cars between the SP&S set-out track at Scribner and NP's Yardley and Erie Street yards. Today, there are two round-the-clock jobs serving the canyon: the Rathdrum, or "Rat," Turn and the Highball. (The Highball had been BN's thrice-weekly local down the P&L Branch until that line's sale to the PR&CC.) The Highball and Rat Turn work interchangeably in the canyon, and on a given day you can expect to see both of them shuttling cars from Yardley and Erie Street west to Scribner (for later pick-up by a westbound through train), switching the PR&CC interchanges at Cheney and Marshall, and taking cars from the PR&CC at Marshall and shoving them up the connection to Scribner.

To help keep Yardley from getting any more congested than it already is, the Highball and Rat Turn crews also forward entire unit grain trains between Marshall Canyon and the small holding yard at Hauser, Idaho, located 24 miles east of Spokane. A fair number of BNSF's loaded grain trains get brought west from Hauser to Overlook until a road crew can be called for the trip to Pasco. It's fitting that Overlook's CTC siding sees frequent use as a staging track, since the SP&S had once hoped to build a six-track yard and engine-house there. Eastbound empty grain trains, meanwhile, are sometimes left at Empire, where 12,641 feet of what used to be NP's double track main between Spokane and Marshall has been kept intact as a controlled siding. These empties are eventually picked up by a new road crew or forwarded east to Hauser by the Highball or Rat Turn.

While not as busy as BNSF, the Union Pacific adds variety to Marshall Canyon with its four daily road freights. Under normal conditions, Hinkle-to-Spokane freight MHKSK (Manifest HinKle-SpoKane) is through the canyon just before sunrise, but southbound counterpart MSKHK is an easy catch thanks to its early afternoon departure from Spokane. Trains METHK and MHKET, traveling between Hinkle and the Canadian Pacific interchange at Eastport, Idaho, usually pass through Spokane after 6:00 p.m. Your best chances to photograph METHK or MHKET in the canyon are during May, June and July — when the sun shines until 8:00 p.m. or later — or whenever bad weather, trackwork or equipment malfunctions have delayed them into the next day. Incidentally, before the recent integration

of UP and SP symbols, Spokane-Hinckle trains were called SKHK and HKSK, while the Eastport-Hinkle trains were sybolled CPHK and HKCP. In addition to these four freights, the UP sends seasonal traffic through Marshall Canyon such as unit grain and potash off the CP, headed to the Pacific Coast for export.

And, of course, there's Amtrak, whose Spokane-Portland sections of the *Empire Builder* glide up and down Marshall Canyon in the middle of darkness, between midnight and 3:00 a.m. Winter weather across the northern plains and Montana Rockies can delay No.7 enough that Portland-bound 27, which splits off at Spokane, will be zipping past Marshall in broad daylight. (Our friends at *Trains* will appreciate knowing that Amtrak 27 is referred to as "1027" on BNSF.)

Hastings would approve

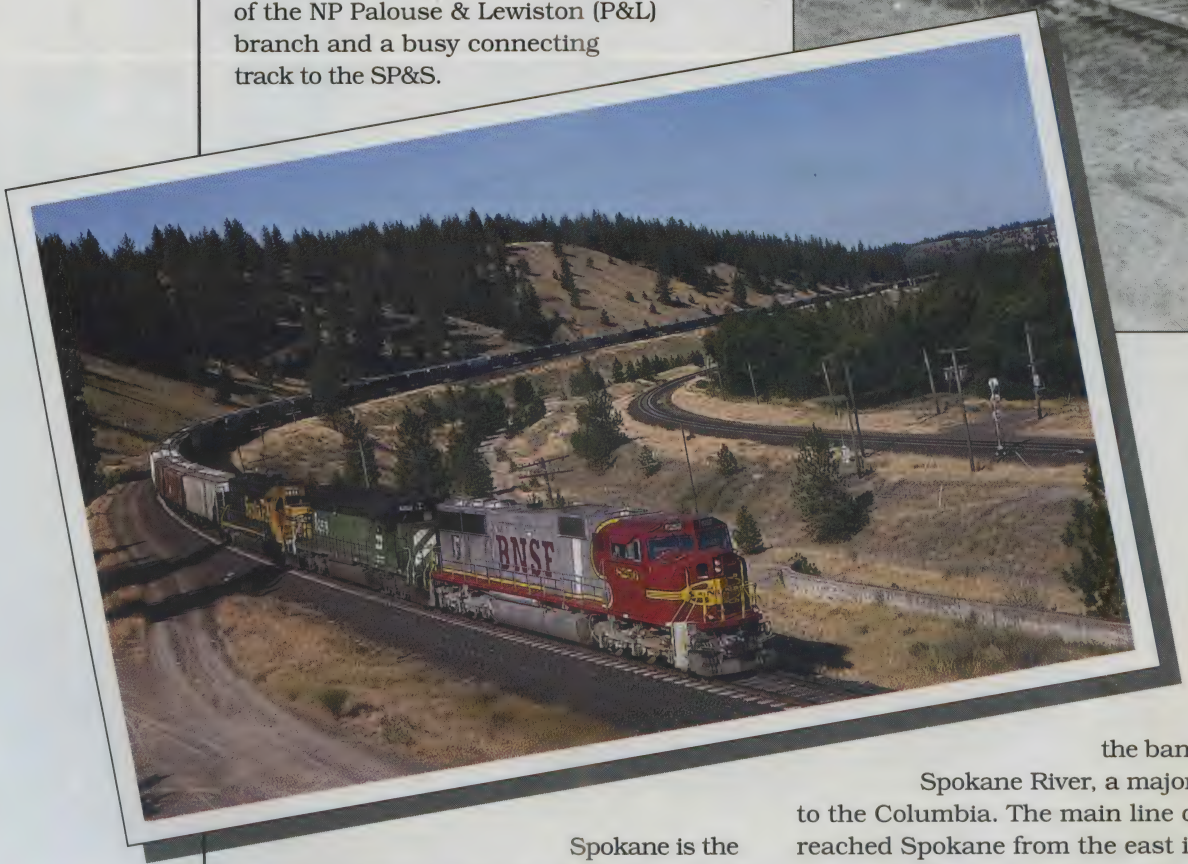
Back in the early 1950s, when Phil Hastings aimed his camera off that road bridge at Marshall, he would hardly have been surprised to catch an SP&S Z-6 Challenger on the NP, second-hand GN Pacifics on the SP&S or a Milwaukee Road 4-8-4 powering the *Columbian* over the UP. It's no different for railfans in the 1990s. Stand on that same bridge at Marshall today and you'll see Santa Fe units on the NP, GN-liveried GE's on the SP&S and C&NW Dash 9s powering UP freights on trackage rights over the former SP&S and NP, running alongside the abandoned roadbed where UP once offered trackage rights to the Milwaukee Road. Never mind that the NP and SP&S became one under BN a quarter century ago, or that BN and Santa Fe are now BNSF. The more things change, the more they stay the same. Marshall Canyon has seen more than its share of change, yet the drama of its multi-track, multi-colored railroading is just as thrilling now as it's ever been.

IN THE YARD AT MARSHALL the BNSF "Highball" local was interchanging covered hoppers for pea and grain loading with the less-than-week-old Palouse River & Coulee City on September 11, 1996, as Pasco-bound Train 611 was climbing the High Line. Train 123 (**top**) was viewed across the Marshall-Scribner connection from the NP main as it climbed the High Line on August 23, 1996. Three BNSF Pumpkins (**opposite**) were easing Second G23GA up to the siding at Scribner on January 8, 1997, to pick up cars left earlier by the Highball or Rat Turn.

PHIL HASTINGS and MARSHALL CANYON

Text and photography by Philip R. Hastings

WHEN WE WERE living in Spokane, Washington, from July 1950 until July 1951, I discovered that the main lines of the Northern Pacific, the Union Pacific-Milwaukee and the Spokane, Portland & Seattle railroads ran together up the valley of Marshall Creek, southwest of Spokane. At Marshall the lines came close together on a sweeping curve, with grades of 0.8% to 1.0% and the Cheney-Spokane Road overpass made an excellent photo platform. The Northern Pacific double track from Spokane ended at Marshall Tower, a pipe-connected interlocking plant, which also controlled the junction of the NP Palouse & Lewiston (P&L) branch and a busy connecting track to the SP&S.



Spokane is the largest city in the "Inland Empire," comprising an area of eastern Washington, the Idaho panhandle, western Montana and northeastern Oregon. It was settled in the relatively recent year of 1871 on the banks of the Spokane River, a major tributary to the Columbia. The main line of the NP reached Spokane from the east in 1881 and pushed on through Marshall to Tacoma by 1883. In 1888 the UP came in from the south via Colfax and terminated at Spokane. Not until 1914 would the UP complete a more direct route from

THE CLASSIC IMAGE of Marshall, Washington, was captured by Phil Hastings in September 1950 as SP&S Z-8 4-6-6-4 910 rounded the curve with an afternoon westbound and ducked beneath the highway bridge. Marshall Tower on the NP is shown behind the smokebox, and the UP main curves up from behind the cab. Bruce Kelly took a nearly identical shot from the bridge (**opposite inset** and **page 32**) on July 28, 1996, of a BNSF SD75M wearing the Warbonnet livery that Hastings would have recognized in 1950! The tower is gone, and the UP is abandoned. Northern Pacific W-3 Mikado 1792 (**left**) had the Cheney Switcher westbound at the tower in August 1950.

LOOKING SOUTHWARD from the hillside above the highway bridge on August 28, 1950, NP Mikado 1748 is shoving on the rear of a westbound freight headed up by Challenger 5144 as SP&S Mikado 502 pauses with a work train in tow — that smoke is from the steam shovel being used for ditching and filling! The footbridge spans over the UP main line to the SP&S connector and NP main just across from the NP wye and yard for the P&L branch. A few days later, NP Z-6 Challenger 5116 (**right**) was stopped eastbound at the footbridge by a broken air hose. Even though the line is downgrade here, the firemen took the stop as an opportunity to build the fires on the 5116 and sister 4-6-6-4 5112, cut in ten reefers back because of bridge restrictions.

Portland by way of Ayer and the Marshall canyon. James J. Hill brought the Great Northern through Spokane in 1892 and in 1909 completed the SP&S from Portland to give his GN and NP a route competitive with the UP. Also in 1909 the Milwaukee Road main line bypassed Spokane some 30 miles to the south, and in 1912 that road brought a line into Spokane from Plummer Junction to the southeast and after 1914 was able to run its through passenger trains out to its main line again over the UP to Marengo.

August Derleth, in his book *The Milwaukee Road*, wondered about the propriety of another major carrier following the other four into Spokane but quoted the Spokane *Daily Chronicle* of December 5, 1905, as favoring the coming of the Milwaukee because on a recent date its reporter had observed "thirteen eastbound freight trains made up and standing in the GN and NP yards — for lack of power." Spokane was, and is, a collecting point for vast amounts of grain from the Columbia basin and Palouse hills

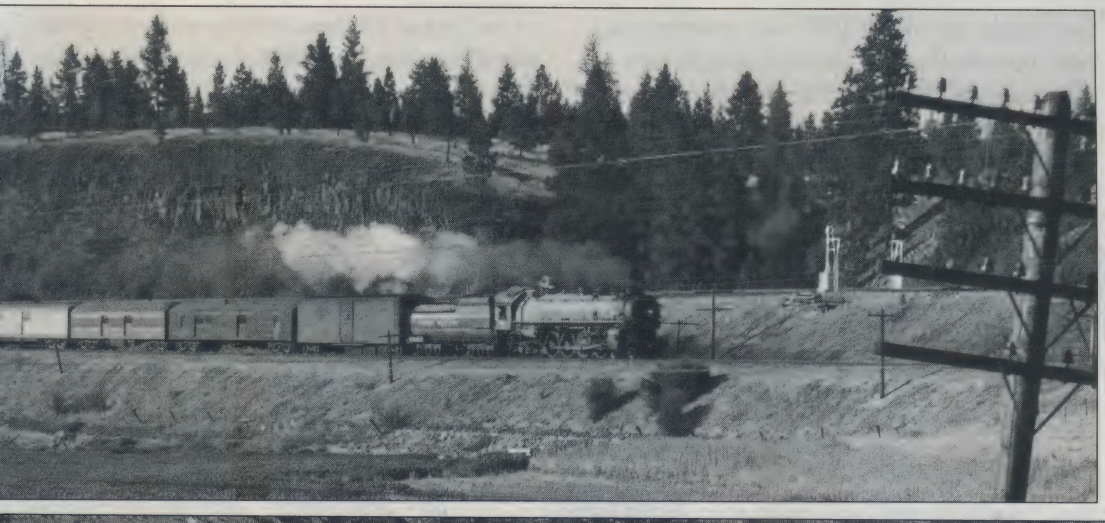
HASTINGS & MARSHALL

NORTHERN PACIFIC Z-6 Challenger 5113 had a long string of perishables in tow on a late afternoon in August 1950 as it eased down the connector off the SP&S High Line to continue its run east to Spokane on the NP main line. The Korean War was under way in August 1950, and one morning Class A 4-8-4 2607 (**below**) had a "Main Train" troop extra westbound past Marshall Tower on the NP line.

and of timber products and minerals from northeast Washington and northern Idaho.

Coming back to 1950, let us leave the Spokane River and follow the NP main line three miles up Hangman's Creek (also known less colorfully as Latah Creek), then another six miles up Marshall Creek to Marshall. We find only a few homes near the tracks but are impressed by a brick interlocking tower and a squad of upper-quadrant semaphore signals along the NP line, a pair of lower-quadrant semaphores on the UP and the concrete bridge carrying the Cheney-Spokane Road over the three sets of tracks. The floor and north side of the valley show a lot of bare gravel,

GAS-ELECTRIC B-23 was the last passenger move of the morning in August 1950, as its engineer snagged orders at Marshall Tower as NP Train 315 for Coulee City on the Washington Central branch at 9:12 a.m. The "Four Duces" NP 4-6-2 (**right**) was a few minutes ahead of the doodlebug as it approached the home signal with Train 317, bound for Lewiston on the P&L.



THE PASSENGER PARADE at Marshall was impressive in August 1950. At 6:30 a.m. SP&S 4-8-4 700 rolled east with No.4, the *Oriental Limited*, with a 16-section tourist sleeper and an 8-section buffet-lounge-observation. The upper-quadrant semaphores are the NP home signals for Marshall Tower. At 6:41, UP No.20, *The Spokane*, rolled downhill just east of Marshall (**top**) behind gray 4-8-2 7864. Milwaukee Road Baltic 132 (**left**) was drifting down the 1% behind Marshall Tower at 7:06 with No.18, *The Columbian*, running as UP Train 96. Note the Union Pacific's lower-quadrant semaphores. With the passenger trains out of the way, SP&S Challenger 900 (**opposite top**) was working up the .8% grade through Marshall in May 1951.

punctured by outcrops of scab and lava rock, where the rights of way have been cut and filled. Bunch grass and sagebrush cling to undisturbed areas of gravel, and willow, aspen and cottonwoods line the creek valley as it opens to the south. The dark green of bull pine rim the valley as a whole.

We find that early morning is a great time to see trains, with eight passenger trains due by Marshall between 6:21 and 9:12 a.m. Eastbound name trains coming in overnight from Seattle and Portland include the SP&S *Oriental Limited*, UP's *The Spokane*, the Milwaukee *Columbian* and the NP *North Coast Limited*. The other four trains include two main line and two branch passenger locals on the NP.

We will see that the NP preponderance of traffic carries over to freight as well. The CW Local (Central Washington branch), the P&L Local (Palouse & Lewiston branch) and the Cheney Turn go west in the morning, sandwiched between

Marshall Tower and its semaphores in place on the former NP, but semaphores were replaced by color lights on the UP. Operations were dramatically different, with steam completely gone as motive power. The SP&S and NP had disappeared as entities, replaced by the Burlington Northern, and former GN, NP and SP&S first and second generation diesels were hauling freights trailed by ex-GN and NP cabooses. No passenger trains were seen during the day, as the only varnish left was fledgling Amtrak's *Empire Builder*, running west of Spokane on the ex-NP line through Marshall, but after dark.

Another decade

Ten years later, a visit in the spring of 1981 finds major changes of all sorts. The UP track has been torn up, and the Milwaukee has disappeared from the Northwest. Marshall Tower and its semaphores are gone, replaced by CTC. Burlington Northern is the exclusive decor of all locomotives and cabooses, except for UP and Canadian Pacific power and vans running through on BN trackage rights and continuing on to Cranbrook, British Columbia, over the erstwhile Spokane International.

Notwithstanding, Marshall is still a good place to see trains. Between noon and 3:45 p.m., four BN freights pass on the former NP and SP&S mains, a BN freight comes off the P&L branch with all first-generation diesels, and a UP eastbound comes through on the former SP&S. To add further flavor, BN now has a helper district from Spokane west up the 1% to Cheney. The first westbound has a pair of pushers on the rear, which drop back down hill a little later and return on the point of the next westbound.

But I must confess I'd really rather have seen and heard a pair of NP W3 Mikes come barking up the hill with the 662, hooting at the tower for a signal to cross over to the P&L branch and highball south to Lewiston, Idaho.

Phil Hastings died on February 20, 1987, after a mercifully brief bout with cancer.

HASTINGS & MARSHALL

IN SEPTEMBER 1971 Hastings returned to Marshall after 20 years to find the tower intact and even "F-units" on hand — in this case Great Northern Big Sky Blue F45 6601 wheeling Manifest 76 down the old NP main line for the new Burlington Northern. Inside the tower, operator Art Freeman (**inset**) tended to his paperwork, surrounded by the traditional steam-era elements: armstrong levers, green train order "flimsies" and binding twine, telegraph sunders and a "scissors" telephone — but the calendar on the wall bears the green Burlington Northern herald, which would become a relic in its own right in another 26 years! The tower and Phil Hastings are both gone today, but Marshall is surviving and offering yet another generation of fans the opportunity to see big time railroad action.

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ON THE MENU

by JAMES D. PORTERFIELD

Do it yourself Ride 'n' Dine

THIS COLUMN ORIGINATED with a note from Herbert Pence in New Hampshire dated July 26, 1996, responding to my September 1996 issue's column about trackside eateries (restaurants in which to enjoy a good meal while watching trains go by). Herb wrote: "Here's a suggestion to enhance the experience of railroad depot dining. Ride a commuter rail train to and from dinner."

An employee of the Massachusetts Bay Transit Authority, Pence could speak with authority: "Boston's MBTA has at least two such opportunities, at **Beverly Depot** at the junction of the Rockport and Ipswich Lines and at the **Station House Chinese Restaurant** in the depot at Reading on the Haverhill Line."

The Beverly Depot (10 Park Street; 508/927-5402; V, MC, AE, D, DC) occupies its namesake, built in 1897 by the Boston & Maine and listed in the National Register of Historic Places. Railroad decorations throughout the eatery include benches and lanterns from Boston's South Station. You'll find an accommodating train schedule between Beverly and Boston's North Station, plus four trains each way between Ipswich or Rockport and Beverly that afford the opportunity for a meal (MBTA train information: 617/222-3200). The meals themselves are worth the trip. Beverly Depot's many awards include recently being named *North Shore Magazine's* #1 for "Best Salad Bar," "Best Special Night Out," "Best Restaurant Ambiance," "Best Steaks" (prime rib is a specialty), and "Best Seafood."

"You'll want window seats in our main dining room on the second floor," says manager Bill Swanson, "to see MBTA's trains coming and going. They operate over two tracks here." Seating is on order-of-arrival, with reservations accepted for groups of five or more only.

"We are a frequent meeting place for local railfan groups," notes Swanson. Hours: Monday through Thursday, 5:00 p.m. to 10:00 p.m.; Friday and Saturday, 5:00 p.m. to 11:00 p.m. and Sunday 4:00 p.m. to 9:00 p.m. The lounge stays open until midnight (until 11:00 p.m. on Sunday).

Station House Chinese Restaurant (32 Lincoln Street; 617/944-5133; V, MC, D), as the name implies, specializes in Chinese cuisine, both American and authentic. A waiter pointed out that the menu also offers steaks and seafood prepared Chinese-style. MBTA offers numerous trains between Reading and North Station, but with few trains inbound from Haverhill after the morning rush hour (evening rush sees five trains to take you to points en route to Haverhill). Hours are Sunday through Thursday, 11:30 a.m. to 10:00 p.m., and Friday and Saturday, 11:30 a.m. to 11:00 p.m. Reservations for groups of ten or more only, otherwise open seating.

Charles Willer wrote from Indiana to recommend **Moon's Lakeside Grill** in Hudson Lake, Indiana (8310 East 700 North; 219/654-8881; cash/local checks only). "Ride the South Shore Line there and watch the railroad's trains from picnic tables at the Grill," says Willer. He's referring to the South Shore's Chicago-South Bend line, with five trains a day each way on weekdays and a train every two hours on weekends (South Shore information: 800/356-2079). Owner Tim Moon, a jolly and enthusiastic fellow, says, "people come all the way from Chicago and South Bend just to enjoy a breakfast here. My all-you-can-eat fish fry on Fridays draws big crowds and raves, too. I make my own breading, and all my cooking is done by my fourteen-year-old son and me, so you can say we offer real 'home cookin'." Hudson Lake is a flag stop ("Yep, we're in Petticoat Junction," Mrs. Moon quips) on the South Shore. The Grill occupies a one-time utility building that was located in a nearby rail yard and moved to its present location 50 years ago. With but 22 seats, seating at Moon's is open. "You'll receive special treatment if you call ahead and make a reservation," Tim says. Hours: Wednesday through Friday, 11:00 a.m. to 7:00 p.m.; Saturday and Sunday, 8:00 a.m. to 6:00 p.m. Willer closes by noting that, after eating, you can "walk one block south to see frequent Conrail New York-Chicago traffic."

The editors at Carstens even have a favorite: **Ken's Trackside** (3 South Bergen Street, Dover, New Jersey; 973/366-9420; V, MC, AE) in the restored 1901 Lackawanna Station. Sitting alongside NJ Transit's electrified Morris & Essex line to Dover (which also sees diesel-powered trains passing through Dover on their way to Hackettstown during rush hours), Ken's Trackside operates a supper club schedule: Wednesday through Friday from 4:00 p.m. to 11:00 p.m., Saturday from noon to midnight and Sunday from 10:00 a.m. to 8:00 p.m. Restaurant owner Ken Comer (NJ Transit owns the building) points out that "trains run at least once an hour until midnight but get very heavy during rush hours." To learn NJ Transit's schedule to and from Dover, dial 201/762-5100 (in New Jersey: 800/772-2222). Comer's menu is "mixed fare American cuisine, with a wide selection for each course. At rush hour on weekdays I offer coffee and snacks at trackside for commuters."

Meanwhile, in yet another twist to the "trackside eateries" scheme, Jim Providenza describes a two-in-one arrangement in the railroad town of Dunsmuir, in his home state of California — "two establishments about four doors apart facing the tracks."

The Old Rostel Pub & Cafe (5743

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ

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SCALE MODEL KIT
INSTRUCTION
LOTS OF ASSEMBLY REQUIRED
DANG! HOW'M I SUPPOSED TO GIT THIS DERN JACUZZI IN HERE?! DADGUMMIT!!
HANG IT ALL!
THE HECK WITH IT!
AIN'T NO WAY THIS'LL WORK!
$90 MILLION UP IN SMOKE!
FIRST IT'S PARENTS GROUPS, THEN THE F.T.C., AND NOW I GET HIT BY A TRAIN.
THE PROVERBIAL [IRON] HORSE DESIGNED BY A COMMITTEE.

Sacramento Avenue: 916/235-2028; V, MC, D, AE), established in 1892, sits directly across the street from the Dunsmuir train station. Jim says, "certainly the ambiance was historic, and there are railroad books available just for the reading. The food preparation is interesting and well done. Service was fair to good. I had Hog Heaven (the menu describes this as 'pan fried pork chop and linguica sausage served with sauteed cabbage, bacon and home made applesauce') for dinner and was pleased.

"The breakfast cook produced decent omelets; they use good ham. I noticed several railroad employees eating there." Tim Elam, who, with his wife Joan, owns Rostel's, said he's emerging as a railfan because of the activity across the street and thanks to the increasing number of guests who stop in while train watching. "I know enough to be aware of Hog Heaven's double-edged reference to engineers," Tim says.

Rostel's menu features an extensive array of both American and Californian specialties. The historic building has a wrap-around deck on the second floor to facilitate views of the trains. "We have copies of various train watcher's guides to help guests identify the equipment that drifts by every hour," Elam says. It's open seven days a week from 7:00 a.m. to 10: 00 p.m.

Just up the street is **Cafe Maddalena** (5801 Sacramento Avenue; 916/235-2725; V, MC). According to Providenza, it "was described last year by the Sacramento *Bee* newspaper as having the best Italian cuisine between Sacramento and the California-Oregon border. In deference to our children, we ordered Pizza Robusta (prepared with mozzarella, tomato, sausage, prosciutto, provolone and herbs). Very good, so much so the children were disappointed because it was not like the pizza they are used to."

"Matty" Maddalena, owner and chef, has worked in major restaurants as a pastry chef and executive chef before opening the Cafe. Hours are limited: Thursday through Sunday, 5:30 p.m. to 9:30 p.m. Reservations are recommended. "Ask for a window seat," says Matty, who suddenly adds, excitedly, "There goes a Rio Grande engine right now."

Both train watcher's havens make the short drive into Dunsmuir, historically a very busy spot on the Southern Pacific in the shadow of Mount Shasta, off of I-5 worth the time and effort. See Union Pacific power along with SP, Rio Grande and pooled equipment from across the nation. Amtrak's *Coast Starlight* stops going northbound at 4:34 a.m. and southbound at 10:51 p.m., so you'll have to imagine it passing. Jim "ate dinner and two breakfasts at Rostel's and dinner at Cafe Maddalena, and, with one exception, was treated to two trains during each meal."

Whether you "do it yourself" to create a Ride 'n' Dine dinner train, using the ones mentioned here or others that surely exist along the right-of-way of commuter trains everywhere, or following tracks until you come to an appropriately located eatery, satisfying your appetite while trains drift by your table is one of the rights — and rites — of a railfan's summer. *Mangia!*

Note: The following are codes for credit cards accepted: V=Visa, MC=MasterCard, D=Discover, AE=American Express; DC=Diners Club.

RAILROADIANA

by STEVE BARRY

1522 souvenirs

The disappointing mechanical malfunction of Frisco 1522 on the first day of its biggest outing ever was a blow to the locomotive's caretakers, the St. Louis Steam Train Association (**page 19**). Not only would they not get to run the 4-8-2 through Colorado, Montana and other new territory, but thousands of people who had never seen 1522 before would be denied the opportunity to ride behind it or watch it from trackside. In fact, in anticipation of making thousands of new fans along the way, SLSTA ordered a baggage car full of souvenirs to sell during the BNSF Employee Appreciation Specials and Galesburg Railroad Days. No longer able to make those trips, SLSTA has a substantial amount of its treasury tied up in souvenir inventory, money that will be needed to get 1522 back on the road again. If you have ever wanted to show that you are a 1522 fan, or if you just want to help see it steam again, now would be a good

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time to pick up some goodies. They make great gifts, too.

First up from the 1522 commissary car are t-shirts with two different scenes. The first shows 1522 with the Gateway Arch in the background. The second shows the Mountain with St. Louis Union Station and a big, bold Frisco herald. They are heavy-duty, oversized shirts (the large tee fit this normally XL associate editor quite well) and made of 100% cotton. Either style is available in adult sizes S, M, L, XL, XXL and XXXL, with the arch shirt going for $15.00 and the station shirt for $17.00 each. The arch shirt is available in kiddie sizes 2-4, 6-8 and 10-12 for $13.00. The kiddie station shirt is only available in size 10-12 for $15.00.

Where there's t-shirts, there's gotta be caps, and there are three styles of caps to choose from. One cap features a three-quarter view of 1522 on a white background with red mesh and bill. The second features the 1522 coonskin logo in red on a solid gray cap, while the third also features the logo, this time on a solid black cap. All are one-size-fits-all adjustable and are summer caps with mesh backs. Caps sell for $8.00 each.

There are three styles of pins available to adorn your cap or lapels. Two are of the locomotive, one a nose-on view of 1522's smokebox, the other a three-quarter view of the entire engine. These two sell for $6.00 each. The third pin is of the 1522 coonskin logo with gold numbers on a black background and sells for $5.00. If you're into patches for your hat or jacket, the 1522 coonskin logo in red is available as a 2″×4″ patch for $2.00.

The 30-minute video produced by the 1522 crew is still available for $20.00. The tape is narrated by SLSTA's Dave Roeder and Andre Jackson, and shows 1522 in freight and passenger service. See the December 1997 R&R, page 54, for a complete review of **The 1522 Story.**

If you want a picture of 1522 to hang on your wall, a nice pencil drawing is available. It's printed on heavy cardstock and measures almost 13″×20″. It comes shipped in a tube and costs $5.00. There is also a set of four postcards available for $2.00 a set.

For the well-equipped 1522 kitchen, you can get a coffee mug with a drawing of the locomotive done in black, gold and red for $8.00. Th 1522 coonskin logo is available as a 3″ magnet or you can get a 4½″ broadside view of 1522 in magnet form — either one costs $1.00 each.

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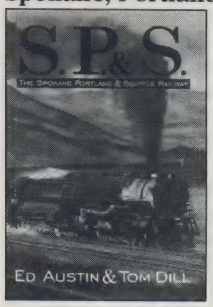
Spokane, Portland & Seattle



The line that was "that other railroad" (especially to folks outside the Pacific Northwest) in the merger that formed Burlington Northern is finally getting some notice. Make no mistake, though, the Spokane, Portland & Seattle was every bit as interesting as the Great Northern or Northern Pacific and definitely worth more than a quick look.

If this month's feature on Marshall Canyon has you intrigued about the SP&S, PFM Publishing's new release is just what you need. It's the latest of several books on

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"The Northwest's Own Railway" that have come out in recent years. In writing and layout style similar to their previous works covering the Southern Pacific in Oregon, authors Austin and Dill cruise us down the main line, branches and subsidiary operations of the SP&S. The trip through time follows a geographic course, with mile-by-mile descriptions of the route accompanied by Austin's highly-detailed maps. "Bird's eye view" maps by John Signor grace the end papers and various other pages, and there's even a fold-out opening to a four-page wide map depicting Wishram yard in 1912, 1941 and 1970, and a large bonus map bound to the inside rear cover folding out to show Portland area trackage in fine detail circa 1928.

Wrapped around the entire dust jacket is a gorgeous watercolor painting by Mike Pearsall showing an SP&S Challenger leading freight out of Tunnel 12 and around the curve into Wishram.

The SP&S was what sold me on the notion of moving from southern California to the Pacific Northwest in 1984 and helped lure me back from New Jersey in 1996. Who needed Cajon Pass when the SP&S High Line east of Pasco traversed a desert paradise via tunnels, trestles and desolate canyons? Sadly, the majority of the High Line was abandoned by a penny-wise and pound-foolish BN back in the late 1980s (BNSF would give anything to have that line open today), but you can still ride Amtrak down the more widely-known SP&S route along the Columbia River at up to 80 m.p.h., passing dozens of freights along the way.

Unlike other recent books on the SP&S, this effort carries the story forward through the BN years in good measure. The 550 photographs, nearly 100 of them printed in color, show everything from turn-of-the-century construction to SP&S Alcos to Oakway SD60s.

Chapter 1, occupying nearly half of the book, covers the Vancouver Division from Portland to Spokane, with a side trip up the branch from Lyle to Goldendale. Steam and diesel scenes in the yards and stations around Portland and Vancouver give way to the fast track up the Columbia Gorge, where Challengers, FA's, Geeps, RS2s, C415s and SD40-2s are seen over an 80-year time span. East of Pasco along the Snake River, there's a priceless look at Perry Station on the Low Line to Riparia (with a UP freight across the river) before the Lower Monumental Dam led to the Low Line's being submerged for good. Then we continue up the High Line to Spokane, enjoying lofty vistas in Devils Canyon, watching boxcar freight 101 roll toward the sunset in Washtucna Coulee and catching a Challenger in charge of the Scribner Turn in Marshall Canyon. The Goldendale Branch actually predated the SP&S main line by a few years, climbing north from the Columbia Gorge on 2% grades to convey lumber, grain and mineral water to Columbia River steamships. More interesting than the 1920s pictures of the original wooden trestle over the Klickitat River are those of an ancient tractor hauling a wagon train of wheat to Goldendale and Shay No.7 on the Klickitat Log & Lumber Company line.

Chapter 2 heads south from Wishram into central Oregon on the fabled Oregon Trunk Railway. Here, the Ed Austin maps really help as they show every twist and turn the OT makes in its journey along the Deschutes River. The maps even show the abandoned grade of UP affiliate Deschutes Railroad, which ultimately settled on trackage rights over the OT rather than to continue building its own parallel route. Destined for the Western Pacific in California, BN Train 137 is shown crossing Trout Creek Viaduct with a WP caboose on the rear, and California-bound freight 671 is seen circling the canyon-side horseshoe near Gateway.

Though not part of the SP&S proper, the extension which SP&S parent Great Northern built from Bend, Oregon, south to Bieber, Calif., is given its due for connecting the SP&S and OT with the WP, creating what is still referred to as the Inside Gateway. This territory posed many contrasts, like the trackage rights over SP between Chemult and Klamath Falls, where a Cab-Forward stomps past a GN-powered OT train waiting in the hole, run-through WP F's idling beside SP&S FA's at "K-Falls" and UP Geeps toting the Bend Local back to The Dalles.

Chapters 3 and 4 delve into what are probably the least-recognized and most exotic members of the SP&S family: the United Railways, the Gales Creek & Wilson River, the Oregon Electric and the branches reaching west from Portland to the coastal towns of Seaside and Fort Stevens. The UP's 4111-foot tunnel atop Cornelius Pass, opened in 1911, became the longest tunnel on the SP&S system and is described here as "the longest tunnel on an electrified interurban line in the United States." Like the UP, the OE was built as an electric passenger and freight line, though on a grander scale that reached south along the Willamette Valley to Eugene. A wide variety of scenes capture the OE in its glory years of steam, streetcars and electric freight motors, all under wire and often on street

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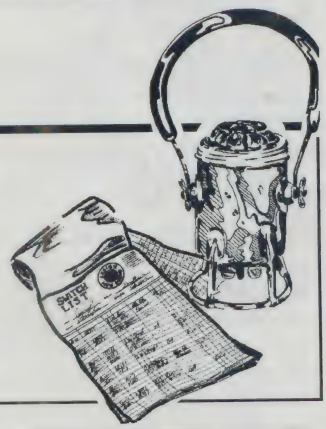

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ANNOUNCEMENTS

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ATLANTA, GEORGIA, August 23, 1997, Southeastern Railroadiana Collectors' 20th Annual Railroad Collectibles/Model Train Show in conjunction with National Association of Timetables Collectors National Convention Show. Over 450 tables. Plus over 100 tables of airline collectibles. Georgia International Convention Center, South of Atlanta Airport, adjacent Sheraton Gateway Hotel. 9:00 A.M. to 4:00 P.M. Admission $4.00, Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 997

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trackage. In the BN era, the OE is shown as home to F's, Alcos and "torpedo tank" Geeps.

Readers with a decent English language background will spot quite a few errors in grammar or punctuation, but none of these detract from the substance of the text. This is a book for any fan of Western railroading, whether they remember the SP&S from its steam days or its life under the flags of successors BN and BNSF — BRUCE KELLY.

TRACTION PUBLICATIONS by Joe L. Diaz

Valley Railways Trolleys on Harrisburg's West Shore by C.L. Siebert, Jr. and Richard H. Steinmetz, perfectbound, 8½″×11″, 113 pages, black & white, available at $19.95 plus $1.25 handling from C.L. Siebert, Jr., 2420 Yale Avenue, Camp Hill, PA 17011.

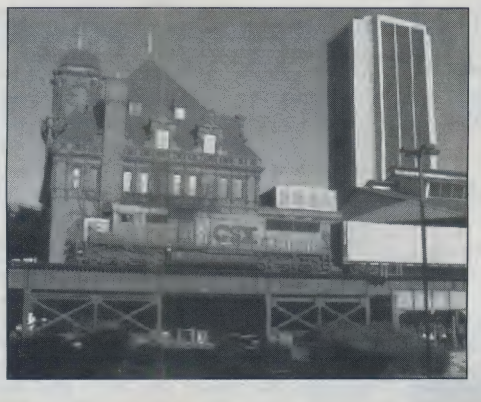
On the west shore of the Susquehanna River, across from Harrisburg, Pennsylvania, several traction companies developed independently of the system that served the Keystone State's capital. This is the detailed story of their development and operation through the years. The authors have done an enormous amount of research over many years, presenting it all for our reading pleasure. There are 175 black & white photographs presented here, all of good interest with reproduction being excellent, particularly considering the vintage of many from the beginnings. The excellent views of the car equipment from the earliest days whether static or operational provide a feast for the viewer. As the railways developed the reader is along for the ride viewing virtually everything that went on.

There are five full-page maps that, if studied carefully, will facilitate the reader's understanding through the years. There are many good reproductions of advertisements, notices, bulletins, tokens and transfers, and even a freight bill and an order for equipment from the builder of cars, the J.G. Brill Company. There is a detailed roster of car equipment which explains the origins of many of the cars from the component companies along with extensive notes.

Several pages are devoted to covering The Dillsburg Branch of the Cumberland Valley Railroad, its electrification and operation.

This is a truly fascinating look at an early trolley operation and its development and operation over a span of many years. This book, a revised and enlarged edition of the original published in 1982, will certainly afford pleasure to the traction fan, even those who have been previously unaware of the property and its operation — JOE L. DIAZ

next in month RAILFAN & RAILROAD



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TRANSIT CURRENTS

Washington Metrorail

THE NEXT STATION OPENING on Metrorail in the Washington, D.C., area will be at the southern end of the Blue Line. The Franconia-Springfield station in northern Virginia will be the end of a 3.5-mile extension of the Blue Line. It will be quite a facility and, as is true of most of the outer Washington Metrorail stations, will feature substantial parking, with a 3,850-space garage. There will also be a pedestrian bridge that will connect the station to the Virginia Railway Express station.

Building a subway is not a great deal of fun, particularly for the people who live around the construction area. The connection between the recent southern and northern sections of the Washington Metrorail Green Line requires construction along 14th Street in the District of Columbia and then along Park Road and New Hampshire Avenue. Residents and businesses have been mightily disturbed by the construction project, which has closed off 14th Street and will close other streets as the construction proceeds. Even if they don't use it, nobody will be happier than the residents and local businesses when the project is finally finished. Thanks to Marion J. Zych for the news.

Ike, Jr. and Mike, Jr.?

As a member of the board of the Northern Indiana Commuter Transportation District, I was delighted when our general manager, Jerry Hanas, told me that he had acquired two 10-ton Plymouth model DDT-type diesel locomotives. About the size of a Honda Accord, these four-wheel, chain-driven locomotives are equipped with General Motors model 3-71 engines. The little locomotives came from the Charlestown, Indiana, ammunition depot of the U.S. Army, where they had been stored for a number of years. Plymouth construction number 5734 was shipped on July 26, 1953, and ended up as U.S. Army No.1054. Plymouth construction number 5754 was shipped by the manufacturer on October 28, 1953, and enjoyed U.S. Army road number 1045.

With the new twins on the property, I suggested that perhaps we could dub them Ike, Jr., and Mike, Jr. The original Ike and Mike came to the South Shore during the Insull era and were 5300-ton steeple cabs 1005 and 1006. New to the South Shore in 1927, these rather small electrics were sold off to the Niagara Junction Railway in New York state in 1941.

The two Plymouth locomotives will be used in conjunction with the new NICTD rehabilitation center that is now in operation at Michigan City. NICTD has started the process of rehabilitating the cars that went into service in 1982 and 1983. The cars will be hostled in and out of the facility using the small engines. The locomotives may also prove useful in moving the NICTD trailer cars around and in other light duties.

The return of Texas Electric

All right, it's not exactly the same as the Texas Electric, but the new DART service is the start of something good once again in electric railway service. The new commuter rail service from Dallas to South Irving is an exciting difference. After a long time of fumbling around and finally getting on track, don't be surprised if the Dallas area becomes a model for a network of integrated rail and bus service in the next 20 to 30 years.

Ridership on the new extension through the tunnel under the North Central Freeway has been strong and is growing. As the arms of the light rail system stretch further out, and more and better bus service connections occur with the rail lines and additional parking, expect ridership to really soar.

Reviewing the ridership, the light rail line service to Park Lane has experienced a gratifying 33% higher level of ridership than was expected. Prior to the extension, the folks at DART figured the total passenger count would grow from just a little better than 15,000 weekday riders to about 25,000 riders. But for the first five workdays, January 20-24, when DART started to collect fares, boardings have averaged 30,400 daily riders. There were 22,000 riders on Saturday and 14,400 on Sunday. One week of revenue operation does not a trend or a fulfillment make, but the good folks at DART are now wondering if they have enough cars. Ridership seems to be growing faster than capacity. Thanks to John Spychalski for the news.

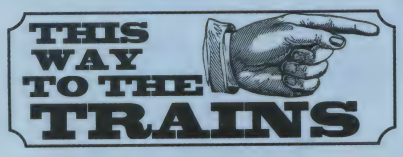
A trolley comes back to New Jersey

For 90 years car No.346 of *Companhia Carris de Ferro de Lisboa, SA*, served the good people of Lisbon, Portugal. The car was built in 1906 by the John Stephenson Company in Elizabeth, New Jersey. A long time has gone by, but No.346 has come back to New Jersey, thanks to the Friends of the New Jersey Railroad & Transportation Museum. The car arrived in Elizabeth on March 17, 1997.

No.346 has been well maintained over the years and is only slightly altered from its original appearance. One of a series of cars built to operate on the 900-millimeter-gauge of Lisbon, it is a double-truck car with four Brill 27GE1 motors. It is one of the first Lisbon cars to be equipped with air brakes and No.346 is one of only two cars in the service to retain the clerestory roof. The original cars were 12.09 meters long and weighed 19.5 tons; they were 94 inches wide and 11.8 feet high. If you are interested in helping to restore car, you can write to Friends c/o Bob Hooper, Treasurer, 4

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

Railroad Museums, Tourist



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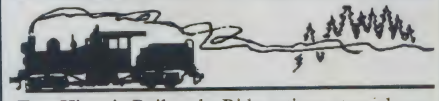

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Steam returns to Edaville

EDAVILLE 2-4-4T No.7 was fired up at South Carver, Mass., on the evening of June 7 for operation the next day to celebrate the 80th birthday of Fred Richardson. Six hours after photographing C&O 614 roaring through Campbell Hall, N.Y. at 75 m.p.h., Editor Boyd lit up No.7 simmering at Edaville with Sam Poole playing fireman. Fred Richardson (at left, **opposite**), former president of Edaville, posed with David Eldridge of the Atwood family on Sunday. Later that day, No.7 made numerous trips over the railroad wearing B&HR lettering on the engineer's side of the tender. Aboard the train was Edgar T. Meade, owner of the metre-gauge 0-4-4-0T Mallet (**opposite bottom**) recently restored to service on the *Chemin de Fer du Vivarais* tourist railway in France, where it was operating on May 10, 1997, after 29 years out of service.

A SURPRISE TREAT for Fred Richardson's 80th birthday was a celebration at the South Carver, Mass., site of the former Edaville Railroad and the fire-up and operation of two-foot gauge 2-4-4T No.7 on Sunday, June 8, 1997. Fred Richardson was a longtime associate of F. Nelson Blount, who took over the railroad in 1955 following the death of Edaville's founder, Ellis D. Atwood in 1950. Under Blount, Richardson came in as vice president and became its president for three years following Blount's death in 1967 (see June 1992 R&R). When George Bartholomew bought the railroad in 1970, Richardson stayed on as assistant to the president, giving him a 36-year career on the two-foot gauge!

Fred Richardson was caught by complete surprise with the steam-up of the locomotive that has carried his name on its cab for many years. This was the first passenger-carrying operation of steam on Edaville's five-mile loop at South Carver since the Maine Narrow Gauge Railroad & Museum of Portland, Maine, purchased most of the narrow gauge operating equipment after the original Edaville closed down at the end of 1991. Various attempts to reactivate the South Carver property so far have been

unsuccessful, but with its museum up and operating now in Portland, the Maine group is negotiating with Dave Eldridge and the Atwood estate to restore service there with the return of some of the original Edaville equipment — No.7 and a few of the passenger cars never left South Carver. This would be a "win / win" situation for all involved and would guarantee a future for this extremely historic collection.

For the birthday train, the fireman's side of No.7 was lettered EDAVILLE, while the engineer's side was lettered for former owner, Bridgton & Harrison. The Portland folks are interested in restoring the history of both the Atwood Edaville and the original heritage of the "authentic" Maine equipment.

While ownership and operational agreements are being negotiated this year, there will likely be operation for the Cranberry Festival on October 11-13 at South Carver. Meanwhile, Portland has a steam schedule already in place; call 207/828-0814 for schedule and equipment operation dates.

South Carver was a classic example of "you don't know what you got 'til it's gone," and hopefully we'll get a second chance to relive this priceless piece of railroad and *railfan* history — J.B.

THREE FUJI VELVIA: JIM BOYD

Railfanning is:

Having someone in the photo line at Cass Railfan Weekend observe that Western Maryland Shay 6 working hard sounds like a Baldwin diesel — and realizing he's right!

Metre gauge Mallet

While riding around South Carver in an open tourist car behind the smooth working Edaville No.7 on June 8, I was talking to two-foot historian Edgar T. Meade and his son, Thorne. Edgar, who owns numerous pieces of narrow gauge equipment, including some at the Pine Creek Railroad in New Jersey's Allaire State Park, had recently been the guest of the *Chemin de Fer du Vivarais* tourist railway and museum in France. The Mallet was built in1906 by the Blanc Misseron Works as No.104 for the Paris Orleans Railway's Correze system. Meade bought the locomotive in 1971 following the abandonment of the Correze system in 1969 with the intention of bringing it to the U.S.A. Transportation expenses led him to loan the locomotive to the Vivarais line for static display at Lamastre. In 1996 the French line formally leased the Mallet and completed its restoration to service between Tournon and Lamastre — J.B.

Faster than a speeding . . . *chopper?*

During 4449's run from Portland, Oregon, over Stampede Pass (**page 28**) on June 14-15, 1997, a helicopter carrying a camera crew from Skyfire video shadowed the train the entire trip. While the chopper was a mild annoyance to chasers shooting video, during the photo runbys it stayed well clear so the onboard paying customers wouldn't have to contend with the noise.

Shortly after the *Daylight* left Vancouver, Washington, on June 14th heading into the Columbia River gorge, Skyfire realized they had a problem. With nothing to slow the train down, 4449 pulled the 17-car train at 70 m.p.h. much of the way. Skyfire found their helicopter could *stay with* 4449 but wasn't fast enough to get *ahead* of it.

Reportedly, they made a request to engineer Doyle McCormack to back off the speed a little — something Doyle wasn't about to do. Skyfire was able to make quick arrangements on the spot to get a helicopter with more speed, however, and during the servicing stop at Pasco they got a *jet*-powered chopper into the sky!

Steve

KODACOLOR: MALCOLM MEADE

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KODACHROME: TERRY LaFRANCE

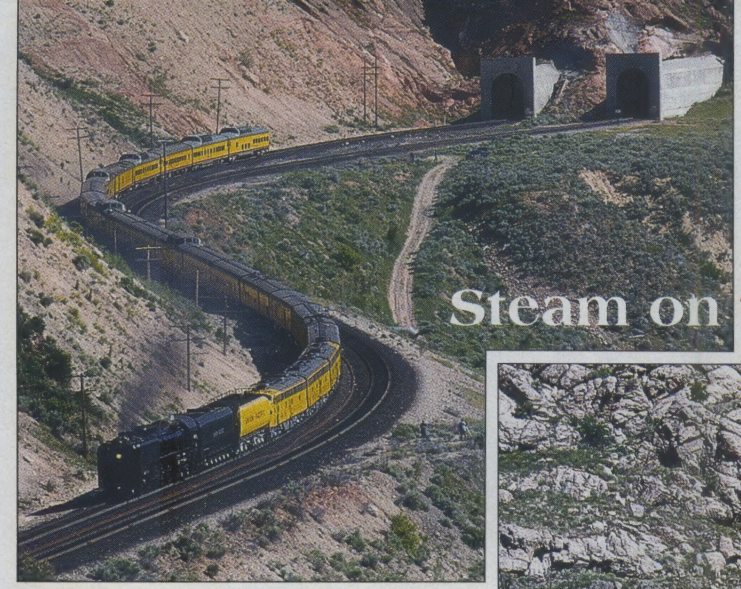
BURLINGTON NORTHERN SANTE FE Railway Company GP7u 3820 and slug 3965 were idling on April 27, 1997, outside of the shops in BNSF's Murray Yard, located in North Kansas City, Missouri. Just think, the 3965 was only twenty numbers away from reducing Union Pacific's Challenger to a slug! The duo has since moved to former Sante Fe's Argentine Yard to join a GP35 and slug combo. BNSF has done extensive work on Argentine Yard in Kansas City, Kansas, in preparation for closing Murray Yard, which is going to be converted to a coal and grain staging yard.

BELOW AND LEFT KODACHROMES: VINCENT J. PORRECA

OMNITRAX'S REBUILD SHOPS in Loveland Colorado, continues to turn out revamped locomotives. GP35s 2502 and 2504 for the Hudson Bay Railway Company, a subsidiary of OmniTRAX (**above**), were at Loveland on May 3, 1997. Another two GP35s, the 2501 and 2503 were being rebuilt there, and eight more were being done at OmniTRAX's Wichita, Kan., and Chicago shops; all are destined for the HBRY. Even with the influx of GP35s, Loveland continues to rebuild engines for other railroads. Former Denver & Rio Grande Western SD45 5315 was rebuilt and repainted as Nebraska Central 5315 (**right**). NCRC also got former D&RGW SD45 5332 as their 5332. OmniTRAX, which operates the Loveland facility with the Great Western Railway Company, also owns the GWR.

KODACHROME: ALAN MILLER

SOUTHWESTERN Railroad GP30 No.27 (**left**) was at Hurley, New Mexico, on May 2, 1997. SSC has four operable GP30s plus one for parts; all five are former Phelps Dodge Ajo, Arizona, mine units. They join a GP40 and four GP7m's on SSC's New Mexico division, which comprises a cluster of track around Tyrone, Fierro and Santa Rita, N.M., and connects with BNSF at Peruhill, New Mexico. Traffic includes copper and chemicals.

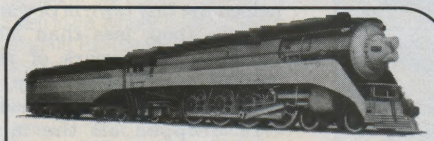


Steam on The Royal Gorge Route

STEAM RETURNED to the former Denver & Rio Grande Western "Royal Gorge Route" for three days in June 1997 when the line's new owner, Union Pacific, dispatched 4-8-4 844 on a Denver to Salt Lake City excursion. Leaving Denver on the 21st, the train travelled to Pueblo and laid over in Cañon City that night. The next day it traversed Royal Gorge and Tennessee Pass en route to Grand Junction. On the 23rd it crossed into Utah and worked over Soldier Summit before arriving in Salt Lake City to be on hand for the NRHS Convention.

KODACHROMES: MIKE BIEHN

UNION PACIFIC 844 with UP A-B-A E9s 951, 963 and 949 led 18 cars through the reverse curves **(above)** after emerging from the new tunnels at Thistle, Utah, on June 23, 1997. The previous day, the train was just west of the Royal Gorge **(right)**, winding its way along the Arkansas River. Clear, hot weather and the absence of steam on this line for decades made the motorcade of railfans quite intense. Interstate 25, which follows the tracks from Denver to Pueblo, and the highway over Tennessee Pass were choked. The density of motorcade traffic even caused the cancellation of one photo runby over concern for contributing to the congestion.



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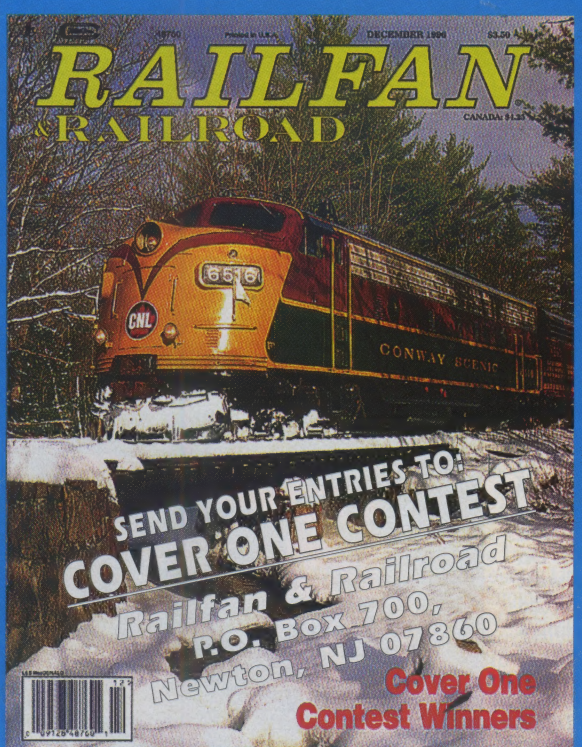

Take a shot at getting your photo on the front cover of the December 1997 issue of *RAILFAN & RAILROAD* by entering our 1997 "Cover One Contest." Send us one or more of your best color transparencies or prints which capture the power and thrill of trains in action. To be considered, images must fit the vertical format of our cover, with room for the *RAILFAN & RAILROAD* title banner across the top. See the August 1997 MARKERS column for details. Closing deadline for entries is September 2, 1997. The First Place winner will appear on the December cover, and the Second Place photo and several Runners-Up will be featured inside. Also, cash prizes of $200 for First Place, $100 for Second Place and $50 each forthe Runners-Up will be awarded. All entries, including winners, will be returned after winners are published.

FUJI SENSIA: LANCE A. WALES

ILLINOIS CENTRAL E9 100 and a pair of passenger cars helped the tiny town of Seward, Illinois, (pop. less than 300) celebrate 110 years of rail service on Sunday, May 4, 1997. Westbound intermodal I-11 dropped off the mini special, which consisted of the classic cab unit, a parlor and safety car, in the early Sunday morning hours. The consist sat idle at the depot and was open to the public for walk-through inspections. The Packard Clipper parked in front of the depot had earlier been one of many vintage automobiles on parade.

FUJI VELVIA: JIM SHAUGHNESSY

ALCO LIVES IN 1997 despite not producing a locomotive in nearly 30 years. Sunday, May 18, 1997, saw RUTLAND-lettered RS1 405 **(above)** pull two impeccably restored Rutland wood coaches over the Green Mountain Railway between Middlebury and the old road's namesake town. On the same day, a little further west in New York state, Battenkill Railroad RS3 605 **(right)**, was busy powering a railfan weekend excursion north of Poochs Crossing. The former Lehigh & Hudson River 10, a November 1950 Schenectady product, was StJ&LC 205 and then Vermont Railway 605.

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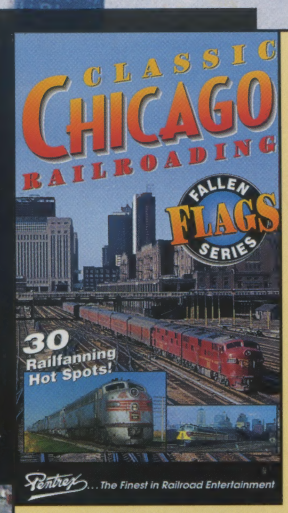

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